

The Hongkong Telegraph

(ESTABLISHED 1881)

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WEATHER FORECAST

RAIN

Barometer 29.75

June 3, 1914, Temperature 6 a.m. 78, 2 p.m. 83
Humidity 91

June 3, 1914, Temperature 6 a.m. 80, 2 p.m. 88
Humidity 80

2813 癸十初月五年寅甲

WEDNESDAY, JUNE 3, 1914.

星期三 三月六日

SINGLE COPY 10 CENTS
\$36. PER ANNUM.

THE SINKING OF THE EMPRESS.

CAPTAIN ANDERSON'S WIFE'S STORY OF THE COLLISION.

THE STORSTADT DID EVERYTHING POSSIBLE.

[Reuter's Service To The "Telegraph,"]

London, Received June 2.

Reuter's correspondent at Rimouski writes that a naked woman has been found wandering. Her story is too short but it is believed that she is a survivor from the Empress of Ireland who drifted ashore on some wreckage and became deranged from her sufferings.

Storstadt's Blood-Stained Anchor.

Reuter's correspondent at Montreal says the anchor of the Storstadt was jammed in such a position that it could have ripped the Empress like a can-opener. Its point is stained with blood. The wife of Captain Anderson, in an interview, said she was with her husband on the bridge at the time of the collision. Her husband thought the Storstadt was sinking and tried to keep his vessel in the hole in the Empress' side. If the latter had not been speeding they would have stayed there, at least for a few minutes. She then heard screams and all the lifeboats were ordered out.

Commission of Enquiry.

Reuter's correspondent at Ottawa says that in the House of Commons the Bill for appointing a Commission of Enquiry into the Empress disaster was read a second time and will be read a third time to-day. The Commission will consist of two Canadian Judges and one member appointed by the Imperial Government.

Storstadt's Good Work.

London, Received June 3.

Statements made aboard the Storstadt make it clear that she did everything possible. Her boats, which were lowered most promptly, practically saved all the survivors while it was still uncertain whether she herself would keep afloat.

Captain Anderson's statement that the Empress of Ireland was going so fast that she pushed the Storstadt aside agrees with Captain Kendall's evidence that he ordered his boat full speed at the last moment.

Inquiry Commissioners.

Lord Mersey (who was Commissioner in the Titanic Inquiry) has been appointed the Imperial representative on the Commission of Inquiry into the Empress disaster and will leave for Canada in a few days.

The Hon. Sir A. B. Routhier, President of the Court of Admiralty for the Province of Quebec, and the Hon. Ezekiel McLeod, Judge of the Supreme Court and Vice-Admiralty, New Brunswick, are the Canadian Commissioners.

Survivors for Glasgow.

One hundred and thirty-five survivors have sailed for Glasgow, where they are due on Sunday.

APPEAL FOR PHILIPPINE FREEDOM.

Law Giving Immediate Independence Asked.

Immediate independence for the Philippines was the plea advanced by Manuel L. Quezon, resident Commissioner from the Philippines, in an address delivered yesterday at the annual dinner of the Cleveland Chamber of Industry. Speaking upon the theme of "The Duty of the United States Toward the Filipino People," he urged that in this case duty goes hand in hand with pecuniary interests, and discussed at length the attitude and qualifications of the natives. He said in part:

"The days when nations considered themselves free to do with and to one another as they pleased are over. No decent public opinion would to-day countenance the proposition that a stronger nation may arbitrarily impose its will on a weaker. Gauged by these ideas, the duty of the United States to the Philippines is plain. Congress should enact a law giving the Philippines their independence. The reasons are these:

"First, that this country has promised, both expressly and by implication, to withdraw its sovereignty from the Philippine Islands—by implication when upon the declaration of war between the United States and Spain, the Government of the United States asserted that that war was not waged for territorial aggrandizement or commercial expansion; expressly, in that past Administrations have both declared it to be the policy of the United States to give the Filipino people their independence when they can establish and maintain a government of their own.

"Second, that the fundamental propositions upon which the Declaration of Independence was based, and from which it acquires its obvious justification, are those two great and complimentary principles: (1) that all governments derive their just power from the consent of the governed, and (2) that the right is inherent in every people to establish such government as to them shall seem best. How could you then impose your government upon the Filipinos, and call the action just, when its powers are not derived from consent of the governed? How can you deny to the Filipinos the right to establish such government as to them shall seem best?

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"The Practical Test. "But after all is said and done the question as to the Filipino capacity for self-government can be satisfactorily answered only by a practical showing. President Wilson has undoubtedly realized this fact, for he has adopted a policy whereby the question can be settled in the only practical way. If in this test, the Filipinos are successful, the speedy end of your occupation of the islands should come. If the Filipinos fail, there will be a halt, and friends of colonialism may claim at least a temporary victory.

"Gov. Harrison found a bureau-ocracy, top heavy government, and he has substituted for it a simpler, more scientific, and less expensive one. He found that officers which could and should be filled by Filipinos were unnecessarily in the hands of Americans, notwithstanding the promise of his predecessors that such officers would be given to the natives of

TELEGRAMS.

MEXICAN AFFAIRS.

CARRANZA ANNOYED.

[Reuter's Service To "The Telegraph,"]

London, Received June 3.

Reuter's correspondent at El Paso states that General Carranza in a statement upbraids the mediators at Niagara for lack of understanding in regard to Mexican conditions. He says they are seemingly unaware that the rebels are entitled to recognition as they already hold two-thirds of the country. He says he will settle the problem alone in a few months, the chief of the rebel Army to be Provisional President pending the elections.

Education in Philippines.

"Our adversaries say the masses of the people in the Philippines are in such a state of dense ignorance that they know nothing and care less about independence. The Filipino answer: We know that we are a civilized people, and have been civilized for three hundred years. We know that there are only 800,000 non-Christian in the Philippines, while there are 7,000,000 Christians, 65 per cent. of whom were literate before American occupation, and at least fully 75 per cent. of whom now are. We know that we had a university in the Philippines even before Harvard University was established, and that now we have two. We know that we had 1,674 public schools before American occupation, distributed among 900 towns, and now we have 4,404. We know that we had colleges in every important capital city and several in Manila, for both men and women, before American occupation, and that now the number has greatly increased.

"We know that there are Filipinos in the Supreme Court of the islands—the Chief Justice being one of them—who are, at least, equal to their American associates. We know that half of the judges of the court of first instances are Filipinos. We know that all the justices of the peace are Filipinos. We know that the municipal and provincial governments are administered by Filipinos elected by Filipino voters. We know that the Philippine Assembly, the lower house of the Legislature, is composed entirely of Filipinos also elected by Filipino voters, and we know that if permitted to elect the upper house of the Legislature we would elect Senators who would be equal to their task. We know that we could elect a President who would be as wise and patriotic as any Chief Executive the President of the United States could appoint over us.

The Practical Test.

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TELEGRAMS.

MR. LLOYD GEORGE.

SUFFRAGISTS AGAIN.

[Reuter's Service To "The Telegraph,"]

London, Received June 3.

Mr. Lloyd George, speaking at an open-air meeting at Orlicoth was subjected to persistent interruptions by suffragists. He said the Parliament Act was a tree planted three years ago, and the Government were not going to dissolve till they had gathered all the ripening fruit.

While he was speaking the suffragists hammered many windows in the High Street.

Washington officials believe that, if an army is sent into Mexico, there will be no duplication of the state of unpreparedness in which the army was found at the outbreak of the Spanish War, and which led to rows between officers of high rank and to the scandals which gave "embalmed beef" a place in the army annals. With the lesson of the Spanish War behind them the chiefs of departments have done the best they could with the money which was forthcoming, and it can be said to-day that, except in the matter of the field artillery, the army will advance with a prospect that the men will be well clothed, well fed, and well armed, and that every precaution will be taken and every means afforded to save them from the ravages of disease.

It was just after the Spanish War that the General Staff of the army was established. The General Staff not only has looked after plans for operations in case of emergency, but it has done what it could to see that the supplies of all kinds were properly distributed and made available for instant use. Under an act of Congress, approved two years ago, the Quartermaster, Subsistence, and Pay Departments of the army were consolidated into a single corps to be known as the Quartermasters' Corps, July 1, 1907. President Roosevelt nominated Major James B. Aleshire as brigadier-general in command of the Quartermasters' Department, and on August 24, 1912, President Taft nominated him to be major-general.

Independence to American Interest.

"I said that the granting of independence would also be to your financial interest. True it is that if the Philippines were free there would be fewer and ultimately no American office holders in the islands; true it is, also, that there would be more difficulty for certain American trusts in cornering our products; but it is also true that the American people would not have to bear the burden of fortifying and defending the Philippines—an undertaking which costs more than forty millions of dollars yearly, millions which should be spent in this country or left in the pocket of the American taxpayer. Your separation from the Philippines will at once relieve you of the only weak point where you could easily be stricken in case of war.

"There are those, however, who assert that by holding the Philippines you get the benefit derived from having a market for your surplus, and a field where from you can buy your needed tropical products. Why should you lose your trade on account of our national freedom is more than I can comprehend. If you give the Philippines their liberty there will be nothing that they will not gladly concede to you. America's flag may then cease to fly over our public buildings; but her influence will be our inspiration, and we and our children will bless the day when Dewey entered the Bay of Manila.

TELEGRAMS.

FRENCH POLITICS.

THE CABINET RESIGNS.

[Reuter's Service To "The Telegraph,"]

London, Received June 3.

Reuter's correspondent at Paris states that the Cabinet has formally resigned.

The general opinion is that the Three Years' Service will be maintained. M. Viviani's Premiership has been well received.

U.S. ARMY BETTER PREPARED.

Commissary Lesson Taught by Spanish War.

Washington officials believe that, if an army is sent into Mexico, there will be no duplication of the state of unpreparedness in which the army was found at the outbreak of the Spanish War, and which led to rows between officers of high rank and to the scandals which gave "embalmed beef" a place in the army annals. With the lesson of the Spanish War behind them the chiefs of departments have done the best they could with the money which was forthcoming, and it can be said to-day that, except in the matter of the field artillery, the army will advance with a prospect that the men will be well clothed, well fed, and well armed, and that every precaution will be taken and every means afforded to save them from the ravages of disease.

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To-day General Aleshire has authority over the three departments, which, consolidated, make up the Quartermasters' Corps. Brig-Gen. Henry G. Sharpe is the commissary-general, and Brig-Gen. Carroll A. Devol is the paymaster-general of the army.

The responsibilities resting on Gen. Aleshire are, perhaps, greater than those which rest on any other man of the United States army. With Gen. Sharpe and other officers of the Quartermasters' Corps, he is responsible for feeding and clothing the armies in the field. Soldiers do not grow as hard as the man who leads them to defeat as they do at the man who fails to lead them to dinner.

A good many people probably will remember the plight in which an officer of the Subsistence Department found himself because of the beef scandal of Spanish War days. There was a court-martial and a suspension from rank and command, with a heavy fine and loss of pay for two years.

TELEGRAMS.

HOME CRICKET.

MIDDLESEX WIN.

[Reuter's Service To "The Telegraph,"]

London, Received June 3.

The match between Middlesex and Hampshire at Lord's (Tarrant's benefit) resulted in a win for the former by nine wickets.

Ever since Gen. Porfirio Diaz dropped the military dictatorship of Mexico and retired to more congenial quarters abroad, the chiefs of the various army departments have been preparing for trouble in Mexico.

It is the duty of the Quartermaster-General to know what he must do, and what he can do if America were to become involved in war with any Power on earth. The matter is a constant study, and necessitates a shifting of plans occasionally as a possibility of war changes from one quarter to another. The anxieties of the chiefs of these departments are great, and they have been made much greater because of the difficulties which came to the service at the time a part of the army went into Cuba and another part of it went into camps in Virginia, Georgia, and Florida.

Every effort is being made to keep the army of invasion, if it is to become an army of invasion, well supplied with field necessities and to keep the men as comfortable as possible under the circumstances, and to make it certain that the spirit of the soldiers is kept burning by a sufficient supply of fuel in their stomachs.

Saigon Rice Market.

In their circular of the 23rd May by the M.M. mail steamer Cordillere, Messrs. Wm. G. Hale & Co. report as follows on the Saigon rice market: During the period under review, prices have varied according to tenour of advices received from buying markets, chiefly Hongkong and Singapore. These having receded, our rice market closes dull with an easier tone helped by the downward tendency of silver. The exports of white rice, cargo rice and paddy to Singapore from the 22nd April to the 19th May totalled 20,453 tons carried by the following steamers, Kumchow, 1,436 tons, Derwent, 2,608, Bourbon, 1,053, Toonai, 1,174, Guadiana, 985, Quarts, 1,688, Kampot, 274, Haiphong, 660, Tamon Maru, 2,065, Kumchow, 2,225, Toonai, 1,293, Manche, 738, Quarts, 1,932, Derwent, 2,227, and Amiral Lauroche Treville 97 tons. The quotation for tonnage stood as follows: 14 to 15 cents to Hongkong; 27 to 28 cents to Java; 29 to 30 cents to the Philippines; 29 to 30 cents to Japan; and 17 to 18 cents to Singapore. The steamer Telemachus was under charter to carry 36,000 pikuls rice to Singapore at 18 cents per pikul.

Hongkong has been declared plague infected, and native passengers arriving thence are subject to ten days' quarantine including passage. As regards steamers they are, so far, allowed free pratique after 48 hours' observation once their native passengers are landed at the quarantine station.

TELEGRAMS.

NEWSPAPERS.

CONDENSED.

Suffragists interrupted Mr. Lloyd George's open-air meeting at Orlicoth.

Lord Mersey has been appointed Imperial representative to the Empress collision inquiry.

One hundred and thirty-five Empress survivors have sailed for Glasgow.

The general opinion in Paris is that the three years' service will be maintained.

Captain Anderson says the Empress was going so fast that she pushed the Storstadt aside.

Statements made aboard the Storstadt make it clear that she did everything possible after the disaster.

The Empress disaster commission of inquiry consists of two Canadian judges and one Imperial member.

The Storstadt saved practically all the Empress survivors while it was still uncertain whether she would float herself.

Mr. Lloyd George says that the Parliament Act is a tree planted three years ago and the fruit must be gathered.

NEWS.

The Interport doubles tennis match is described to-day.

Plague returns for last week show a big decrease.

"Our Contemporaries" appears on page 2, and log book on page 8.

General news and an article on giant liners appear on page 3 of this issue.

The King's birthday parade proved a most successful display this morning.

Yesterday's meeting of the Sanitary Board is reported in this issue.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Cassway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Cassway Bay—9.15 p.m.

Hongkong Fire Insurance Co. Ltd., Extraordinary General Meeting.

Canton Insurance Office Extraordinary General Meeting—11.15 a.m.

Auction of Antique China and Juries—G. P. Lammert's Sales Room—2.30 p.m.

Friday, June 5.

Auction of Antique China and Juries—G. P. Lammert's Sales Room—2.30 p.m.

Saturday, June 6.

Auction of Antique China and Juries—G. P. Lammert's Sales Room—2.30 p.m.

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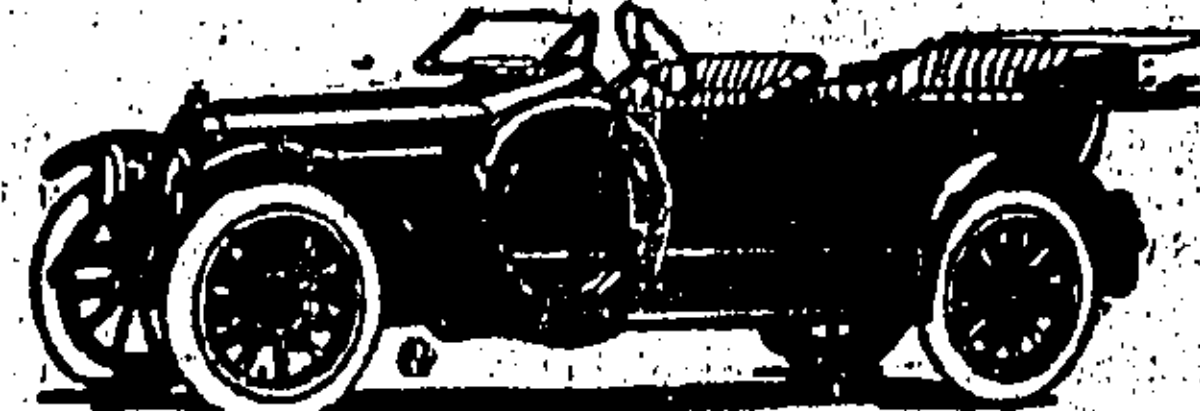
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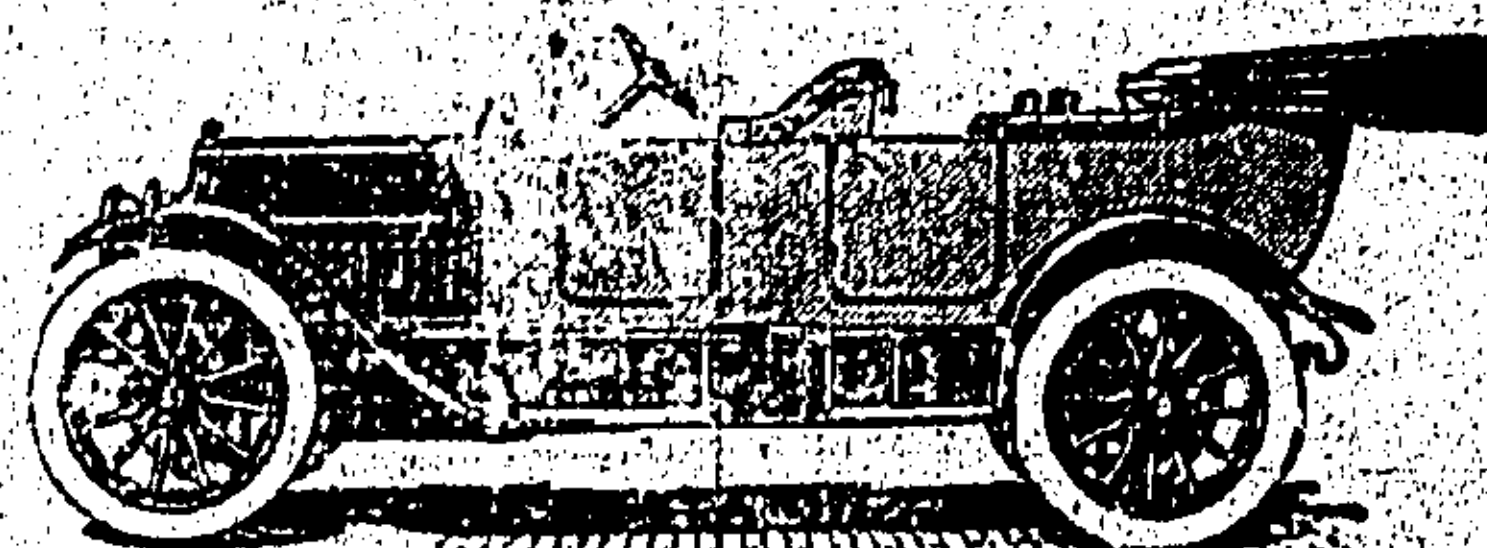
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 France are quite aware of the
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 offering machinery, etc., to the
 provinces they do so on terms
 that bring the business within
 the term "loan," as such is
 understood by the British Lega-
 tion—which makes it impos-
 sible for British houses to compete on
 equal terms. Before we can
 regain our lost headway, con-
 tinues the Review, it is essential
 that British manufacturers shall
 compel the Foreign Office to give
 them at least equal rights in
 China as other nationals are
 allowed, with full freedom of
 action, or if this is not compatible
 with the policy embarked upon,
 to arrange our financial machinery
 thoroughly, to co-ordinate our
 banking, to our political and
 commercial policy, to put our
 merchants and financiers and
 finance on a parity with those of
 our political allies, and to use
 the power our money gives us to
 protect, first of all, our people
 and, secondly, the Chinese, if
 they wish our protection.

South China Morning Post.

God Save the King.
 He was welcomed in Paris for
 his own sake—as a Sovereign of
 high and unblemished character,
 and also as the son of a King who
 was an especial favourite with the
 people of England's neighbour.
 "Long live the King" is the toast
 for to-day, and waves of affection,
 started in many remote corners of
 His Majesty's Dominions across
 the Seas, increasing in volume as
 they homeward fly, will reach
 Great Britain's King in a mighty
 tempest, assuring him of the
 loyalty, affection and fidelity of
 his subjects everywhere. "Long
 Live the King." In this, one of
 the most remote of His Majesty's
 possessions, the sentiment will be
 heartily honoured, for here in our
 midst live many who have devoted
 their lives to the service of their
 King and Country, devotion which
 cannot fail to draw closer the
 bonds of loyalty in others to whom
 the opportunity for practical
 service has been denied.

Daily Press.

The Chinese Silk Industry.
 From numerous sources we
 learn that the fashion of ladies
 wearing apparel is even more
 fickle than the English climate,
 yet below the veneer of glamour
 with which the changeable mind
 and equally unstable garments of
 the fair sex is dealt with, there
 exists a question of really serious
 import. The wearing of silk, for
 instance, means as much to the
 general prosperity of certain
 portions of China as does the
 wearing of Tweed cloth in many
 large towns of the North of Eng-
 land. The very livelihood of
 many hundreds of people depends
 upon the continued wearing of
 silk garments and the power of
 a more worm's amazing produc-
 tion to withstand all the crazy
 notions as to dress etiquette. If
 one accurately judges a booklet
 written by Mr. Norman Shaw,
 B.A., dealing with the production
 of Manchurian Tussock Silk,
 fashion's fads and fancies have
 by no means harmed the existence
 of the silk producers of China.
 The author of the pamphlet claims
 that his work has been made
 necessary and is justified by the
 present state of the silk industry,
 and, what is more important,
 the promising future which lies
 before it.

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GENERAL NEWS

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GIANT LINERS.

A Record of the Atlantic Ferry.

If the Britannic is completed at the scheduled time for her delivery, writes a correspondent of Lloyd's Shipping Gazette, this will be a rather notable year in the history of the Atlantic Ferry, for it will see the beginning of the service of three of the world's four largest liners. I express myself in that way for a reason which is fairly obvious. I do not know enough about the Imperator, the Vaterland, the Aquitania, and the Britannic to place the vessels in the order of their sizes, and I am not anxious to draw the fire of the controversialists by speculating in print as to which is the largest. The point I wish to make has, however, nothing to do with comparative dimensions. It is that here in one year—possibly in six months of it—we have nearly \$5,000,000 in three units going into the New York service, notwithstanding that when two years ago a great ship with many lives was lost there was a popular clamour that no more leviathan ships should be built.

The building of three ships like the Vaterland, the Aquitania, and the Britannic admittedly looks like flying in the face of the providence which did not spare the Titanic. But in reality it is nothing of the kind. If we had retreated every time disaster overtook us in our progress we should be rather small men to-day, should we not? We are not small men simply because we ascertained the causes of disaster, and after eliminating them, turned our faces forward again. In the design and construction of the Vaterland, the Aquitania, and the Britannic all the lessons which the Titanic disaster taught us are embodied.

What Voyagers Want.
"But," somebody may say, "why do some shipowners persist in building bigger and bigger vessels while others—the N.D.L., for example—are content to proceed more slowly?" On its face, that is not a very sensible question, because it is obvious that shipowning is a business—not a recreation. Herr Ballin, Mr. Booth, and Mr. Sanderson are building bigger and bigger ships, because they know that big ships are the most profitable. Nobody who is opposed to the idea of big liners ever sees his way to admit that. All whose mind is bent in that direction profess to doubt that big express steamers pay, and go on to the end of the chapter believing that the cargo boats and the smaller intermediate ships pay for the large liner.

Of course, they do not. The big ship pays handsomely for itself, and because it does the owners know they are doing the right thing in providing it. If anybody is to blame for the leviathan liner, with 23 or 24 knots speed, and luxurious accommodation for passengers, assuming that is that the building of leviathan liners is blame-worthy—it is, therefore, the voyager. It may be, as is said to be the case, that many passengers prefer slow ships to

SINGAPORE ASSIZES.

Three Years' Imprisonment for a Soldier.

The case in which Pte. Harry Oroyd, of the K.O.Y.L.I., on May 26 pleaded guilty at the Assizes when charged with the attempted murder of Corp. Cobb at the Langlin Barracks, was brought to a conclusion in the afternoon when medical testimony as to the accused's mental condition was given.

Dr. Smart said that he had had the prisoner under observation at the civil gaol since May 1 and he was of the opinion that the man was perfectly sane.

The prisoner, in reply to his Lordship, said he had nothing whatever to say.

His Lordship then proceeded to point out to him that he had pleaded guilty to a charge on which he might be sent to prison for a long term. "You belong to a magnificent corps and I fear that what you have done does not do yourself any credit as a member of that corps." Continuing, his Lordship said to the prisoner that he could not imagine what let him to commit this apparently unprompted attack upon a fellow soldier who was as a matter of fact, in a superior capacity. He had found some difficulty in coming to a conclusion as to the punishment he ought to inflict and after reading the depositions which were taken before the magistrate and after giving the case every consideration he did not think he would be doing justice if he did not sentence prisoner to three years' rigorous imprisonment.

His Lordship passed sentence accordingly.

fast, small ships to large, and plain ships to ornate. Still, that need not be a consideration if the big ships always carry more passengers than the small ships; and that is exactly what they do.

Admiralty and Designs.
A writer in a contemporary, discussing the battleship paper which was read to the Institution of Naval Architects recently by Mr. Owen, of Barrow, makes a rather curious allusion to Sir Philip Watts. "One rather expected," he says, "to hear some important statements from Sir Philip Watts, than when there is probably no greater living authority on questions of battleship design; it was somewhat disappointing, therefore, to find him confining his remarks entirely to the comparatively unimportant question of rudders."

Sir Philip Watts is, of course, like every Admiralty official and every contractor, debarred by an order of Mr. Lords from discussing in print or in public details of war craft. It never was a good craft, and it is very nearly a ridiculous one now. Still, there it is, and while it remains it has

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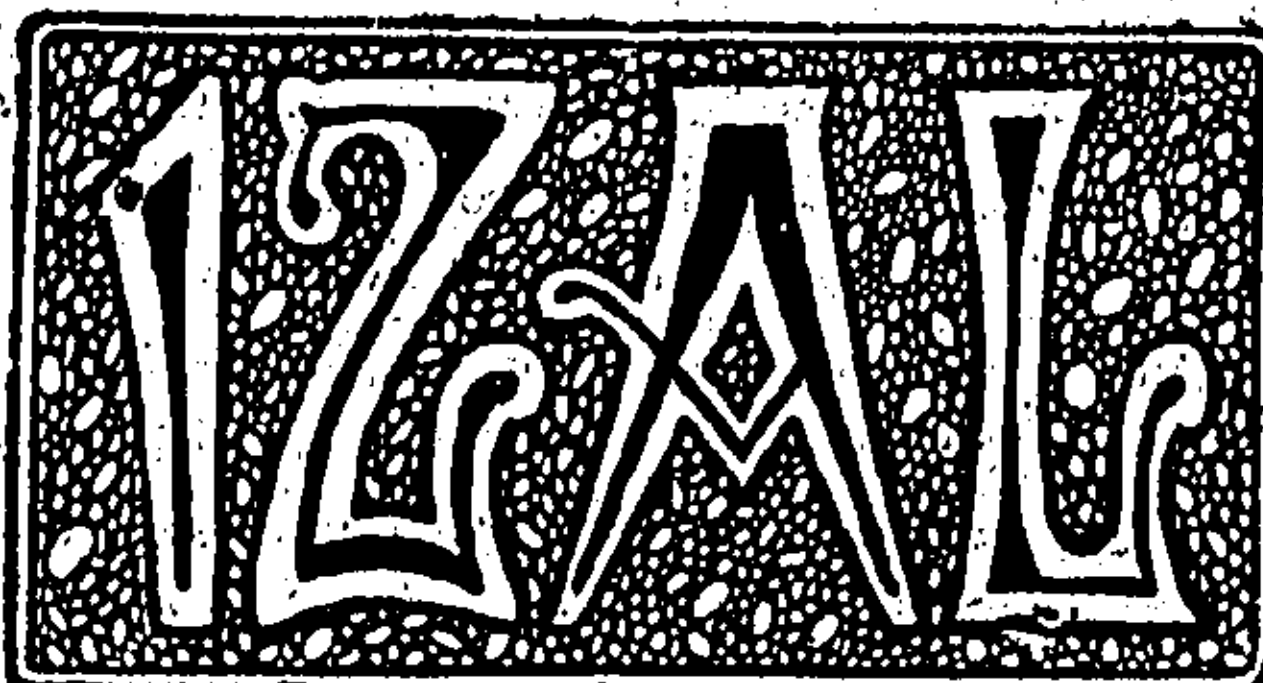
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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JUNE 3, 1914.

THE CHINA MERCHANTS COMPANY.

In the thirty odd years of its existence the China Merchants Steam Navigation Company has had a very chequered career. Originally started, as its name implies, by a body of Chinese merchants, it has, for a considerable number of years now, looked to official support for its maintenance. That fact has been taken advantage of, and one result of the mismanagement of what is practically China's only shipping concern has been the jeopardising of the Company's position, even to the extent of placing it in danger of being swallowed up by foreign interests. Confusion was not the worst aspect of the affair, either; for evidence has come to light that most of those who had a financial interest in the concern were more concerned with getting the biggest return for their money than they were with helping to build up the Company on a firm basis.

The affairs of the Company have recently been investigated by an official specially delegated by the Chinese Government, and following his report, the President has issued a mandate in which he urges the officials of the Company to give greater and more direct attention to its management than they have done in the past. One thing which President Yuan particularly condemns is the practice of paying dividends out of capital, a process which he utters as "cutting one's flesh to heal up a wound." That practice will show how ill-managed the concern has been. In the words of a Peking paper, the Company has been a sort of milch cow for various cliques, and so long as there was milk to be drawn off, the upkeep of the beast was neglected. When the supply became depleted there went up a cry for Government aid, and, as President Yuan admits in his mandate, the existence of the Company to day is due solely to the fact that the Government has from time to time come to the assistance of the Company.

As a business concern the Company has been no advertisement for Chinese management. It has, in fact, been a monument of ineptitude and selfishness. There has been among its directors and shareholders no working together for the common good, and in such circumstances it need be no cause for wonder that it has fallen into financial trouble or that it at one time stood in very real danger of foreign absorption. Whether conditions will improve now that the Board of Directors have with them two official inspectors, time must tell. But in view of what has happened in the past there is good ground for a measure of pessimism. In shipping, economy plays a big part, and that is a virtue which has not been exercised in the management of the C.M.S.N. Company in recent years.

Removal of Night-soil.

The night-soil question at Kowloon has long called for action, and it seems that at last the authorities are making some movement in the matter. In many instances it appears to have been the custom for the coolies to carry out the removal in the course of the forenoon, a practice which is obviously most objectionable. Now, however, the authorities are seemingly waking up to their responsibilities, for we hear of a case in which the coolie has intimated to the householder that he has been "watched by a policeman" and in future he must remove the soil at night. This intimation, in the case under notice, was made two days ago, but despite the fact that the householder readily fell in with the suggestion and allowed the bathroom door to remain open at night, no coolie has turned up in the meantime. The results are better left to the imagination.

Laxity Somewhere.

This whole question wants to be taken thoroughly in hand by the Sanitary Department. The Government arranges with a contractor to secure the removal of the night-soil, and it therefore becomes the duty of the authorities to see that he carries out the work. The matter is complicated, however, by the fact that the coolies often engaged by householders are, generally unknown to the latter, not contractor's coolies at all. Therefore, when such a case as we have mentioned occurs, there is no hold on the defaulting coolie. It is the duty of the Sanitary Department to take every step to safeguard public health, and it is nothing short of a scandal that the present conditions are permitted to continue. The Government must lay it down once and for all that only contractor's coolies may remove night-soil. In that way some hold can be obtained on the coolies.

The Plague Returns.

The plague returns for last week show a most satisfactory drop as compared with those of the past three weeks. The number of cases and the number of deaths have dropped to roughly one-half, and if the total is still large, the decrease is a most hopeful sign. No. 9 district is still a strong centre of plague and shows twenty cases and a like number of deaths. Across the water, Yau-mat has ten cases and eight deaths and Mongkok has nine cases and five deaths. Aberdeen is the one district where not a single case occurred last week. The deaths now amount to 1,807 since the beginning of the year, and it is noticeable in the latest return that there is recorded one European death out of seven cases notified. Sixteen hundred deaths is a big total, but it probably is some way short of the actual number that have taken place amongst Hongkong residents. How many Chinese, on the first appearance of plague, hurried up country to die in their native village, as is their way, cannot be estimated; but the number is sure to be considerable.

The Empress Disaster.

The story of the Empress disaster is slowly unravelling itself, and it is clear that some ardent nonsense was written earlier on. The first statements were disposed to throw most of the blame on the Stordahl, but it would seem now that the captain of that vessel has done all that was humanly possible after the disaster occurred. The Stordahl saved practically all the survivors while her own fate was still uncertain. The statement that Captain Kendall asked Captain Andersen to let the Stordahl remain where she was after the collision and so fill the gap is, it would seem, about the most ridiculous that could have been made. By the time the impact took place Captain Kendall had given the order "full speed ahead," and the Empress, it seems, was so much way on that she flung the Stordahl from her. That is a much more likely statement than the other. These nonsensical assertions do a deal of harm. They serve only to obscure the truth and make it more difficult to get at the real facts.

DAY BY DAY.

IT IS NOT RARE GIFTS THAT MAKE MEN HAPPY. IT IS COMMON AND SIMPLE AND UNIVERSAL. IT IS HEALTH, AND THE GLASS OF SUNSHINE IN THE MORNING; IT IS FRESH AIR, IT IS THE FRIEND; THE LOVER; IT IS THE KINDLINESS THAT MEETS US ON THE JOURNEY; IT MAY BE ONLY A WORD, A SMILE, A LOOK; IT IS THESE AND NOT ANY RARETY OF BLESSING THAT ARE GOD'S GENTLE ART OF MAKING HAPPY.—Morrison.

The Weather.

Lower level 8 a.m. Temp 83; sunshine.
At the Peak 8 a.m. Temp 74; sunshine.

The Mails.

English Mail.—Due per s.s. Delta to-morrow at 6 a.m.
Siberian Mail.—Closes per s.s. Delta to-morrow at 5 p.m.
Australian Mail.—Closes per s.s. Changsha to-day at 9 a.m.
Australian Mail.—Closes per s.s. Kumano Maru to-day at 9 a.m.

Troopship Arrives.

The troopship Hardinge arrived from the North this morning.

New Clock.

A new electric overhead clock is being erected on the Star Ferry Pier on this side of the harbour.

To Curio Collectors.

Mr. G. P. Lammert's big sale of antique china and curios begins to-morrow afternoon at 2.30 o'clock.

Silk Delivered.

The silk despatched hence per s.s. Hongkong Maru on April 25 was delivered in New York on the 23rd ult.

To Consignees.

Consignees of cargo by the s.s. Coblenz are reminded that goods remaining undelivered after to-day will be subject to rant.

Company Meeting.

There are three Company meetings fixed for to-morrow—the Canton Insurance Office at 11.15, the Hongkong Fire Insurance Company at 11.30 and the Hongkong Ice Company at noon.

Ships Dressed.

In honour of the birthday of His Majesty the King practically all the merchant ships in harbour are dressed to-day. The few British men-of-war in port are also flying large white ensigns from the mastsheads.

Canton-Hankow Railway.

Shareholders of the Canton-Hankow Railway at Macao, as well as those at Hongkong, have protested against the action of the Ministry of Communications in not appointing as President of the line the nominee who obtained the greatest number of votes. They demand that an extraordinary meeting of shareholders be called.

TYPHOON SIGNALS UP.

For the first time this season the typhoon signals were hoisted this morning. They indicate that the typhoon is more than 300 miles distant, to the south-east of the Colony. Native craft began to move for the shelter on the hoisting of the signals.

SMALL FIRE.

Tar Boils Over at Wanchai.

A very insignificant fire broke out at Wanchai this morning in a godown in Wanchai Road, owing to a quantity of tar in a pan boiling over.
About 10.40, a call was received from No. 2 Station, and the fire brigade turned out. Inside twenty minutes the brigade was on its return journey, having put out the fire before any damage of note was caused. Had the outbreak not received prompt attention, it is more than likely that the conflagration would have spread and would have been attended with results of a serious nature.

SANITARY BOARD.

A Delay Over the Estimates.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon at the offices of the department, when Mr. D. W. Trautman presided. There was also present the Hon. Mr. E. A. Hewett, C.M.G., the Hon. Mr. E. R. Hallifax, Dr. F. Clark, M.O.H., Dr. W. W. Pearce, Asst. M.O.H., Col. Irwin, Dr. Fitzwilliams, Mr. P. W. Goldring, Mr. Chan Kai-ming and the secretary, Mr. E. W. Hamilton.

In connection with the estimates for 1915 the Hon. Mr. Hewett thought that they should be discussed by the board and Dr. Fitzwilliams proposed that the matter be referred to a sub-committee.

The President pointed out that this would mean a delay. The estimates had already been put back a month from their usual time, owing to pressure of work but this would mean a still further delay.

The Hon. Mr. Hewett said he had objected before to the estimates being rushed through. The excuse that the estimates had been delayed by press of work was quite fair, but the Legislative Council did not have them before them until another three or four months had passed.

The President said that papers had been circulated for one week and he had hoped that the discussion would take place that day; he had nothing to add to what he had written in the minute.

Mr. Goldring claimed that no notice of discussion had been given in the agenda.

The Hon. Mr. Hewett thought that figures should be supplied just as the budget of Hongkong was supplied to members of the Legislative Council before discussion. There were no details before them; at least he had not seen them. He was, however, quite prepared to discuss the minute.

The President asked if he would have any guarantee that if he postponed the discussion until the next meeting the members would be prepared to go on with it.
Mr. Goldring:—Certainly. He did not know, he continued, that the fact of a minute being on the orders of the day involved a discussion. He looked it up in the Standing Orders but could find nothing to that effect, and if he had, he should have asked for a short postponement because that day was an awkward date, and wished as it was between two holidays.

Dr. Fitzwilliams said he thought that before the matter had always been referred to a sub-committee and it had been discussed by them. It meant at least three more meetings.

The Hon. Mr. Hewett said he was prepared to second the proposition that the estimates be considered by a sub-committee providing they did not put him upon it. (Laughter.)

It was accordingly decided to adopt Dr. Fitzwilliams' motion that the matter be dealt with by a sub-committee composed of Messrs. Goldring, Chan Kai-ming and the president.

Cemetery Congestion.

In connection with correspondence relative to the Hau Pui-ling Chinese cemetery, Dr. Fitzwilliams minuted:—The correspondence shows the importance of trying to persuade the Chinese to make use of cremation for the disposal of bodies, more especially plague and infectious diseases. Have any organised steps been officially taken to make it more popular?

Speaking on the subject, the Hon. Mr. Hallifax thought it would be a large number of years before the Chinese would consent to cremation to such an extent as to relieve the pressure upon the ground already set aside for ordinary burial. The solution of the present pressure, he supposed, could only be in one of two directions. One would be the opening of cemeteries some place other than the island or in the farther parts of the island. The other would be the arrangement of some systematic plan of exhumation in the existing cemeteries. The storage of urns would not take up anything like the same amount of space. Perhaps the true solution would lie between the two, but whatever was done the plan of exhumation ought to be considered quite soon and be ready, cut and dried against the event.

KING'S BIRTHDAY PARADE.

Brilliant Ceremony on the Cricket Ground.

The King's Birthday Parade, which took place this morning on the Cricket ground, was more than usually interesting on account of the number of colours shown. There were no fewer than four sets, those of the D. O. L. I., 8th Rajputs, 25th Punjab, and 26th Punjab, and their presence added a touch of novelty to the march past, for of late years the number of standards on the field has rarely exceeded one. In all 355 troops, European and native, took part in the ceremonial parade, though other units were drawn up on the Murray Parade ground, and stationed behind a saluting party from the Hazara mounted Battery, followed closely the movements of their representatives on the parade below, except that they fired no *feu-de-joie* nor marched past.

The scene in the Cricket ground and its environs was quite as pleasing as the setting of this loyal function generally is. The enclosures set apart for on-lookers were gay with the morning tillets of the ladies, the white uniforms of naval officers, and the glitter of highly polished accoutrements. Outside the fence was lined three deep, by spectators, the majority of whom were Chinese, while on the buildings around every point of vantage was seized by the Celestial on-looker. His Excellency the Governor, who took the salute, arrived on the ground on time, Lady May and the Misses May occupying seats near the flag-staff round which were grouped the Hon. Mr. Claud Severn, the Hon. Mr. D. Landale, and the staff officers. His Excellency, on arrival, made an inspection of the troops, returning to the saluting base, where he took up his position during the firing of the salute and the *feu-de-joie*. Head dresses were then removed and three cheers given for His Majesty the King.

Fine order was kept during the march past, the music for which, and indeed for the whole ceremony, was provided by the band of the D.O.L.I. It was indeed matter for congratulation that the Hongkong Volunteers and the Volunteer Reserves were so well represented and had so fine an appearance. Mention must also be made of the Hongkong cadets. These youngsters in scout dress looked really smart and marched with a precision that was deserving of every congratulation. Thought it was their first appearance at the Birthday Parade they fitted in so well that it is to be hoped their inclusion in the ceremony in future years is well assured.

The details taking part in the parade were:—
R.N. ... 100 rank and file
R.A. ... 80
R.E. ... 88
D.O.L.I. ... 134
H.K. Volunteers 50
H.K. Reserves 50
Cadet Co. ... 50
H.K.S.B. R.G.A. 50
8th Rajputs 60
25th Punjab 60
26th ... 60
40th Pathans 60

SURRENDERED NOTHING.

There was a dramatic scene when the late Princess Pauline of Wurtemberg married Herr Willim, her mother's medical attendant. In the course of his address the officiating clergyman remarked on the deep and unselfish nature of an affection which could induce a Princess to sacrifice the advantages of luxury and high rank at the altar. Thereupon the bride interposed, and turning to the congregation, said she could not allow such a statement to pass unchallenged. "I wish to affirm once and for all," she said, "that in marrying the man of my choice, I am not conscious of having surrendered anything to which I attach the slightest importance."

between the two, but whatever was done the plan of exhumation ought to be considered quite soon and be ready, cut and dried against the event.

COMPANY MEETING.

Hongkong Ice Company, Limited.

[VERBATIM]

An extraordinary general meeting of the shareholders in the Hongkong Ice Company Limited was held to-day at noon at the offices of the general managers, Messrs. Jardine, Matheson and Company, Ltd., the Hon. Mr. D. Landale presiding. There were also present Mr. G. K. Haxton, manager, and Mr. E. D. F. Beith, secretary.

The Chairman:—The secretary will read the notice convening the meeting.

The Secretary read the notice convening the meeting and the Chairman said:—I beg to propose that this meeting be adjourned until noon to-morrow.

Mr. Haxton:—I beg to second. The Chairman:—The meeting stands adjourned until to-morrow.

MARINE EXAMINATIONS.

Successes in Hongkong last Month.

The following are the passes in the Harbour Office examinations held during the month of May:—
Robert Winterston, 1st class engineer; Ulysses H. Bryan, master; F. H. Backingale, second mate; H. B. Duff, 1st. engineer; W. Baxter, 1st. engineer; R. H. P. F. Moag, 1st. mate; J. Allison, 2nd. engineer; J. McNab Morren, 2nd. mate; C. R. Pick, 2nd. mate; O. Blonkstone, 2nd. mate; E. E. Shaw, 1st. engineer; F. E. Fordiffe, master.

PLAGUE FIGURES.

The returns for last week show that the total number of cases was 112, which included 2 British and 2 Indians, the rest being Chinese (5 imported). The deaths totalled 89. Since January there have been 1,784 cases, viz., 7 Europeans, 1,726 Chinese and 51 other Asiatics. There have been 1,807 deaths, including one European.

TRANS-PACIFIC SERVICE.

Ten Days Closer to the Philippines.

The Canadian Pacific Railway Company makes the following announcement:—Significant in its indication of possible future policy is the inauguration of a new Canadian Pacific trans-Pacific service from Vancouver, British Columbia, to Manila, Philippines, Japan, and the Chinese ports. On June 11 the Empress of Russia, sister ship to the Empress of Asia, the two largest and fastest steamships in the Pacific will be sent to Manila from Vancouver via Yokohama, Kobe, and Nagasaki. These steamers will cut the time from the Pacific coast of North America to Manila to seventeen days against 28 days, the fastest time on any existing schedule from any port on the Pacific coast. The Empress of Russia has no record for the fastest voyage across the Pacific, having done the trip in nine days five hours as against nearly eleven days, the record time of the Empress of Japan. No other steamers on the Pacific sailing from ports south of Vancouver can approach this record by a week. The Empresses are especially designed for carrying passengers and fast freight, such as silk, with which commodity space is laden on its return to the Occident, the passenger accommodation is palatial, and ample provision has been made for the rapid taking on and discharging of cargoes.

The mails which these steamers are carrying now for the United States will no doubt be largely increased with the extension of their trips in the Orient. This move on the part of the Canadian Pacific Company was the result of appeals from merchants and business men not only of Manila, China and Japan and the Pacific coast but of Chicago and New York as well. The bringing of "Uncle Sam" ten days closer to the Philippines will mean much in closer trade relations and will make commerce possible on lines now out of the question. It will also put Manila on the direct line if the heavy tourist travel round the world from Great Britain carried by the Canadian Pacific Railway Company.

INTERPORT TENNIS.

Tennis Doubles won by Shanghai Easily.

Honour in the interport lawn tennis tournament are easy, for yesterday evening, Messrs. H. W. L. Toussaint and J. Elmore, representing Shanghai, disposed of Messrs. R. N. Hancock and S. E. Green from the southern colony, by winning three sets straight off—the same score by which Mr. Green, the previous day, had beaten Mr. Pott, though the play was by no means so one-sided, says the *China Press* of Saturday last.

It is much for the popularity of the sport in the settlement that the counter attractions of tennis and Kiangwan, the Cricket Club's stand was filled with spectators and all the seats around the court were occupied.

As to the singles match, the play was not of the highest order. Mr. Green was quite a different man in the doubles court and seemed not quite on his game. It was fortunate for Hongkong's score that Mr. Hancock, who is the ideal build for a tennis player and has learnt the game well, was in good form at the start. However, he fell off after the first set and then Mr. Green came on a little.

On the day neither of the Shanghai men could be called brilliant, though Mr. Elmore brought off a number of exceptionally fine strokes and Mr. Toussaint's net play was delightful to watch.

How Shanghai Won. Mr. Hancock started the exchange and won his first game, but Shanghai secured the next four with some amount of ease. Then came three to Hongkong. Hancock and Toussaint both won their services and a long set became necessary. The next game was the best Green had played up to the time and he won his service in good style.

The same players, however, showed that they could go better and ran away with the next three games, winning 8-6. The last game was almost entirely Toussaint's work and he gave a fine display of back-hand placing when about half-way down the court.

The next set looked like being a walk-over, for the Shanghai men helped themselves to the first four games. The rest alternated and thus Shanghai won 6-2.

Hancock had now fallen away dismally. Green backed up and for a while it seemed that the tournament would resolve itself into a desperate fight. Three games were registered to the visitors, he fourth to Shanghai and again the fifth to Hongkong.

Shanghai's Strong Rally. Four to one looked bad, but, pulling themselves together Shanghai's representatives were credited with the next three. Green, playing with all the care he had shown on the day before, again got the advantage, but Elmore did equally well and got the tally to deuce games.

Hancock could do nothing right with his next service and lost the game. With the score 8-5 Toussaint went right in to win and played with such confidence and deadly accuracy that his opponents seemed almost frightened to attempt returns. Thus he quickly finished the set off at 7-5 and the match was won by three sets to nothing.

The play was all exciting enough. Mr. H. M. Gorton again acted as umpire.

Some Comments. Hongkong made a good fight and the spectators appeared to be disappointed that they did not manage to take the third set, says the *N. C. Daily News*, for the pair had played magnificently in the first set, dropping off very badly in the second. This failure in the second set was due to Hancock suddenly tiring after some very sharp rallies. He served a double fault in the third game and made several mistakes in the next three, but then pulled himself together and was responsible for some pretty work. In the meantime Green had very hard luck in placing just outside the line on two or three occasions. Green certainly is one of the steepest players we have seen in Shanghai, and the confident way in which he placed the ball, won applause time and again. In service he was sure rather than brilliant and only sent down one double fault, whereas Hancock never played the game he delighted spectators with in Hongkong a few years ago. His back-hand work was excellent and poor by turns. When serving, two or three times he gave glimpses of his old self, and was absolutely unplayable. Time and again he got out well on the back line, but was a bit chippy of doing so after he had sent outside a few times.

Of the Shanghai pair Elmore outshone the champion. Like Green, he placed beautifully. Elmore won more from smashing than any other player, and although at times he was somewhat erratic, he delighted the spectators with back-hand returns and long fore-arm drives that the visitors were unable to deal with. Elmore, however, found the net more often than was his wont last season, while he was distinctly lucky on several occasions. Toussaint has not yet got into his game. In serving he was never unplayable and was guilty of a number of foot-faults, while he displayed an unhappy knack of mis-hitting. At times his volleying was superb, while he got a lot of power into cross-shots and sent the ball at a terrific pace down the line many times. There was a better understanding between the Shanghai pair—that is not to say that the Hongkong men were seriously at fault, although Hancock has played so many years with his brother that he finds it difficult to play with another man—but there was too much jumping about of the pair of them on the half-way line. An experienced player like Hancock took the fullest advantage of this and nearly always got the points. Both were only moderate at the net. On the whole the rallies were mediocre for such a match, but the spectators were delighted several times with really brilliant work all over the court by both sides, only to be disappointed by a serious error of judgment when such a fault appeared impossible. The Shanghai men were the better pair and deserved their win, but Hongkong should never have thrown away the second set as they did—that set was by no means an indication of their ability.

DECLINE OF THE CLUB.

It is a matter of common knowledge that the clubs of London no longer play the prominent part in daily life that every middle-aged man can remember. This is a matter of fact, not of opinion, says the *Times*.

In reviewing the character and fortunes of the principal clubs one must be careful to avoid impertinence or come near to advertising domestic affairs; but there is sufficient material for inquiry and comment in that which is notorious and, within its sphere, of public interest. With rare exceptions, no club in London has a waiting list comparable to those of thirty years ago.

This withering away does not affect so much, and perhaps not at all, such clubs as the Athenaeum and the Carlton. The Athenaeum is something more than a social institution, and has a separate and special attraction for a large class. The Carlton is the headquarters of a political party that is not yet in such a bid way that it need fear a lack of candidates. These two, taken at hazard, are in their way unique clubs, as the Marylebone Cricket Club is a unique club, and there is no probability of an early decline in membership in any so situated. But everybody knows that in the clubs of Pall Mall and St. James's Street and Piccadilly, admittedly at the first rank, it now takes perhaps a quarter of the time to come up for election that was required as lately as in the eighties.

Why have clubs lost their attraction? And what is the reason of this reluctance to belong? We may dismiss the suggestion that increase in numbers has drawn candidates elsewhere. It is certainly not that another kind of club attracts. Clubs do not attract as they did. It may be that we belong to a more industrious generation. Clubs are no longer full of Dissraelis, great critics of little things, men who spent their whole day gossiping about trifles. There is no howl of discontent, no privileged few presumed to sit, and past which a man who was proud of his buggy would drive casually at the hour appointed by fashion.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—"Reuter.")

REDEMPTION OF NOTES.

THE DELEGATE DIFFICULTY SOLVED.

Peking, Received June 2. The dispute regarding the representation on the delegation to be appointed with reference to the transfer to Hongkong and Canton of the £1,000,000 which is now lying in the banks of the Quintuple Group as the proceeds of the reorganisation loan has been settled.

The agreement provides for one foreign delegate and two foreign cashiers. As already announced the cashiers will be Mr. McEuen and Mr. Byrd, both British. It is now agreed that the delegate will be a representative of the British, French and German banks in Canton, acting in rotation,—probably one month each.

JAPAN'S MINISTER TO CHINA.

TWO NAMES MENTIONED.

Peking, Received June 2. Nothing definite has been decided regarding the successor to Mr. Yamaza, the late Japanese Ambassador, but a report from Tokyo says that Viscount Uchida will be selected. He is just now out of office, but created an excellent impression when he was Minister to Peking. The appointment apparently lies between Viscount Uchida and Mr. Ijima. The return of the latter would be hailed with satisfaction in Chinese and foreign circles.

MONGOL UNREST.

Kalgan, Received June 2.

Hontsin Mongols and soldiers created trouble at a place 100 miles north of Kalgan, robbing and intimidating local Mongols. According to latest reports they have moved towards the north.

It is also reported from Pamteh, in Shansi, that a condition of lawlessness exists among the Mongols west of there.

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED:

NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

VICHY CELESTINS

FAMOUS TABLE WATER =

ALWAYS FRESH STOCK

KRUSE AND CO.

LOCK OF EDWARD IV'S HAIR SOLD.

During the sale of the J. E. Hodgkin art collection at Sotheby's recently, a small collection of royal relics was disposed of for £17. They consisted of a lock of the hair of Edward IV, taken from the king's head when his body was discovered in 1789 while repairs were being executed to the pavement of the choir in St. George's Chapel, Windsor; a fragment of the lining of the cloak of Charles I., preserved at Shaw House, near Newbury; and a piece of Charles I.'s lace neckcloth which he was wearing on the morning of his execution. The small collection was formerly the property of the Dowager Lady Clinton, who was attached to the Court of Queen Adelaide.

So far then it appears that clubs are no longer lively meeting places by day or cheerful dining places of an evening, and that there exists no general desire to belong to them. And if a single reason must be given to account for this, that reason must be found in the restaurant. It was said just now that personal thrift was not responsible for the change. As nations impelled by rage will go to war without counting the cost, so individuals allured by pleasure will frequent restaurants no less improvidently. An elderly gentleman lately observed that he always lunched at the Carlton, meaning the club. A very young, and not very wealthy, colliector said, 'I prefer the Ritz. I always lunch there.'

But luncheon time is still a full time at most clubs. Large numbers of men find it convenient and natural to go there at midday, and find it equally inconvenient and unnatural to go there again at night. If they are not dining out they dislike the trouble of moving; if they do go out they prefer the animation and the diet of a restaurant. For the married man this has a charm beyond its deserts; for the bachelor it has a charm irresistible.

Not to know how and where to dine is to argue yourself unknown. There can be no doubt that restaurants have introduced a new habit into London life.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. s.s. EMPRESS OF INDIA left Nagasaki on the 2nd inst. at 2 p.m. and is due to arrive at Kobe on the 3rd inst. at 6 p.m.

The P. M. s.s. MANCHURIA will be despatched on Saturday, at 1 p.m. for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, and Honolulu.

The P. M. s.s. MONGOLIA sailed from Yokohama on the 1st June, at noon for Hongkong, via Japan ports and Manila. The United States mail has been transferred to the s.s. NIPPON MARU scheduled to arrive at Hongkong on the 11th inst.

To-day's Advertisement

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

HE Company's Steamship "KITANO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Optional goods will be carried on unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 10th June, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Hongkong, 3rd June 1914. [558]

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or such Sweets Drinks as TANSAN LEMONADE, TANSAN GINGER ALE, TANSAN SASSAPARILLA.

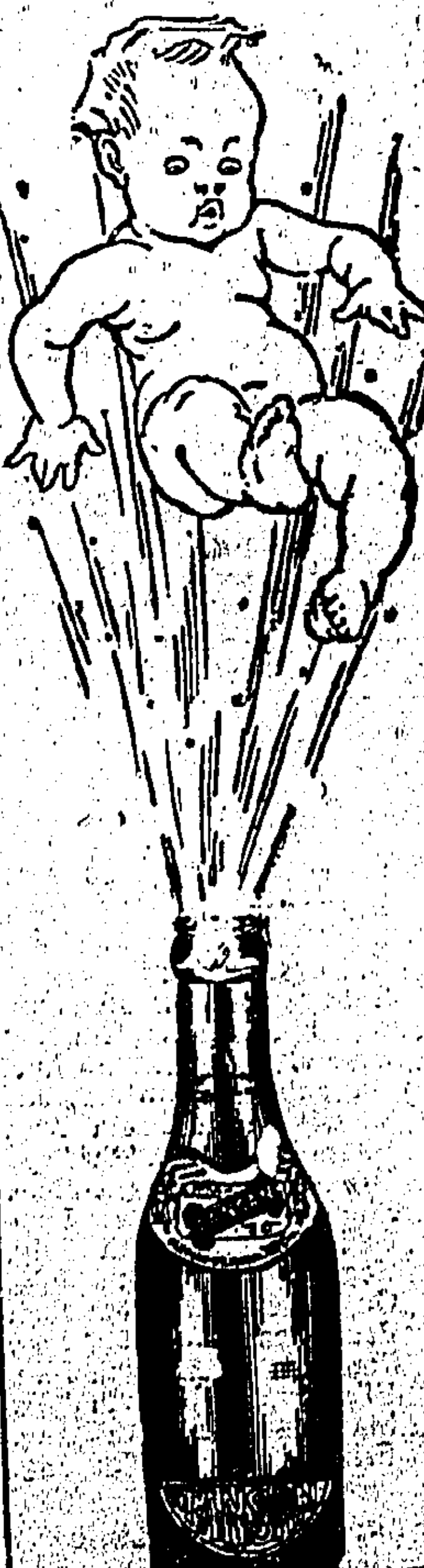
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The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

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"EMPERESS OF RUSSIA," "EMPERESS OF ASIA" via Optional Atlantic Port, £71.10.

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"MONTAGLE" Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

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Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE & MOJI, on 6th June.

S.S. "Takada," 6,800 tons, Capt. will be despatched for KOBE & MOJI on 20th June.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 4th June.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 12th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, June 3, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VCEUX ROAD, HONGKONG, SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, WATER STREET, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

PASSENGER collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO,

to

Norfolk, Havre, Emden, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Carrying Cargo at Through rates to all European North Continental and British Ports, also Trieste, Genoa, Naples, Rome, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

For	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Preussen	18th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'vor, S'le T. & P. (Or.)	Saxonia	10th June
"	Andalusia	4th Aug.
"	Silhonla	9th Sept.
M'les, R'dam, Hamburg & A'werp	Brasilia	4th June
Havre, R'dam, Hamburg & A'werp	Wuerttemberg	20th June
M'nyrs & Antwerp	Sudmark	6th July
M'les, Havre, Emden & H'burg	Segovia	6th July
R'dam, Hamburg & A'werp	Goldenele	13th July
Havre, Bremen & Hamburg	Preussen	19th July
R'dam & Hamburg	Emden	20th July
Havre, Emden & Hamburg	Silesia	29th July
Havre & Hamburg	Markomannia	5th Aug.
Dunkirk, Guinea & H'burg	Friska	10th Aug.

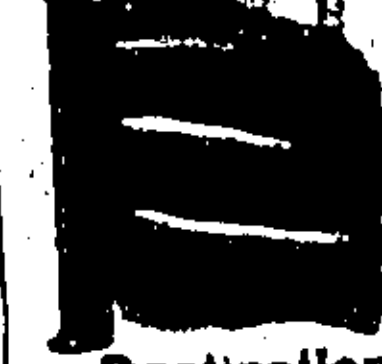
For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
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MARSHALL IS., LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....
Aisuta Maru Capt. Trizawa T. 16,000 (WEDNES., 3rd June, at 10 a.m.)
Hitachi Maru Capt. T. Sato T. 12,500 (WEDNES., 17th June, at 10 a.m.)

VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.....
Yokohama Maru Capt. Machida T. 12,500 (TUESDAY, 16th June, at 4 p.m.)

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.....
Kumano Maru Capt. K. Sonoda T. 9,300 (WED., 3rd June, at noon.)
Tango Maru Capt. Sekine T. 13,500 (WEDNES., 1st July, at noon.)

CALCUTTA via S'pore, Penang & Rangoon.....
Hakata Maru Capt. Nomura T. 12,500 (SATURDAY, 13th June.)

BOMBAY via Singapore and Colombo.....
Bombay Maru Capt. T. 5,000 (SATURDAY, 6th June.)

KOBE & Yokohama.....
Kitano Maru Capt. T. 16,000 (THURS., 4th June, at 4 light)

NAGASAKI, Kobe & Yokohama.....
Penang Maru Capt. Murazumi T. 12,000 (SATURDAY, 6th June.)

SHANGHAI, Moji & Kobe.....
Tosa Maru Capt. Yoshikawa T. 12,500 (FRIDAY, 15th June.)

KOBE & Yokohama.....
Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$108	\$95
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHOT & H'PHONG.....	Sungkiang	4th June at 10 a.m.
SHANGHAI.....	Luchow	4th June at 4 p.m.
STOW, W'WELC'FOO, T'SINKUEICHOW.....	5th June at 10 a.m.	
STOW, AMOY, N'PO & S'HA'WUHU.....	6th June at 4 p.m.	
SHANGHAI & T'SINGTAU.....	Yingchow	6th June at midnight
MANILA, CEBU & ILOILO.....	Teian	9th June at 4 p.m.
SHANGHAI.....	Shaohsing	9th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teian."

SHANGHAI & T'SINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

Telephone No. 36

Hongkong 3rd June, 1914.

BUTTERFIELD & SWIRE.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T. Commander Kahlan, is expected to arrive here on or about the 10th day of June.

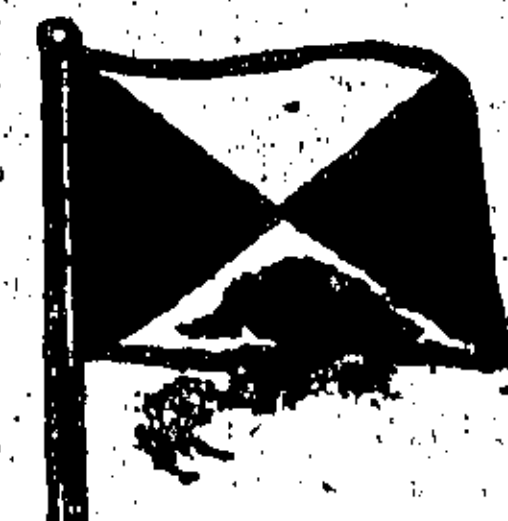
The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Cap. LUKHMANOFF, Agent.

Hotel Manikoff, 3rd Floor,
Tel. No. 1914.

Shipping

HONGKONG
PHILIPPINES.
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
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Rubi 4000 J. Miller Manila, Mangarin, Cebu and Iloilo.
Zafiro 4000 F.S. McMurray Manila, Mangarin, Cebu and Iloilo.
THUR., 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHAW TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamers From Expected date of about For Will return on or about

Tijmahli	JAVA	2nd half May	JAPAN	1st half June
Tijbodas	JAVA	2nd half May	JAVA	1st half June
Tjikini	JAPAN	1st half June	JAVA	1st half June
Tijmanoeck	JAVA	1st half June	SHAI	1st half June
Tijpanas	SHAI	1st half June	JAVA	1st half June
Tijlatjap	JAVA	1st half June	JAPAN	1st half June
Tijliwong	JAVA	1st half July	JAPAN	1st half July
Tijlaroem	JAVA	2nd half July	SHAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 18 knots	Tues., 23rd "
Shinyo Maru	22,000 - 21 knots	Tues., 14th July.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALAO, ILOQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	13th June.	19th June, 10 a.m.
Eastern		10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days)

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	FRIDAY, 5th June at 11 a.m.
Haitan	A. H. Stewart	TUESDAY, 9th June at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 12th June at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	J. W. Evans	WED., 3rd June at 11 a.m.
Haimun	J. W. Evans	SUNDAY, 7th June at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall & Co.

General Managers

LOG BOOK.

Abuse of Wireless.

Discussing the Siberia wireless affair *Shipping and Engineering* says:—

Several similar cases have occurred before, the two most serious being at the time of the loss of the Titanic and the steamer Spokane. The Titanic was reported, during the anxious hours when the first news of the disaster reached the outer world, to be making slowly for Cape Race.

Another message reported her to be down by the head, the amount she was out of trim was actually given and several other wireless messages were received that tended to reassure those who were anxiously waiting for news.

At the very time these were being sent out, however, the unfortunate vessel was in her death throes and foundered shortly after and in spite of the most diligent inquiry, the source of the false messages supposed to have emanated from her wireless room has never been traced.

The case of the Spokane in October last is still more serious and the series of false messages that were received the worth giving in full.

On October 3 a message was sent from Victoria, B.C., that the Spokane, 2,357 tons, of Cleveland, Ohio, was ashore and in a dangerous position. From this point onwards the following cables were received by Lloyd's, London, from wireless messages received at stations along the Pacific coast:—

Victoria (B.C.), Oct. 3.—Spokane (s) ashore near Cape Lazo, reported leaking; position serious. Proceeding with salvor immediately upon basis.—Salvage Association's Surveyor.

Portland (Oregon), Oct. 4.—The steamer Spokane has sent a wireless message stating that she is wrecked off Cape Lazo, and adding:—"Sinking fast, crash help." The Dolphin (s) is steaming to assist.—R. utor.—(Editor.)

According to later reports the passengers and crew of the Spokane (s) took to the lifeboats, from which they were subsequently rescued by the Labrador.

It is believed that there was no loss of life.—Reuter.

New York, Oct. 4.—A telegram from Seattle states that the captain of the steamer Spokane, which was wrecked off Cape Lazo, reports that all the passengers were saved.—Reuter.

Victoria (B.C.), (by cable received Oct. 4).—Spokane (s) ashore 15 miles north Cape Lazo. Passengers transferred to Labrador.

Vancouver (by cable received Oct. 4).—Wireless reports received state American steamer Spokane ashore near Cape Lazo. Crew, passengers saved. Position bad.

Victoria (B.C.), Oct. 4.—Spokane (s) floated without assistance; proceeding Seattle convey steamer Labrador, docking Monday. Extensive salvage unknown. Am proceeding

Public Auction.

GEO. P. LAMMERT,

AUCTIONEER, SHARE & GENERAL BROKER

A Valuable Collection of Antique China & Curios.
(Just arrived from the North, being the property of the well known collector Mr. Lau Ven Kee).

THE Undersigned has received instructions to sell by public Auction on

Thursday, Friday & Saturday, the 4th, 5th & 6th, June, 1914 commencing each day at 2.30 at his Sales Rooms, Duddell Street.

A Valuable Collection of Antique China and Curios from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS

Comprising:
3-COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.

SANU-DE-BOEUF VASES, WHITE "GODDESS OF MERCY" (MING)

OLD GOLD INLAID BRONZES (MING)

FINE CRYSTAL VASES & SNUFF BOTTLES, PORCELAIN & AGATE SNUFF BOTTLES, GREEN & RED JADE ORNAMENTS.

OLD LAQUERED SCREENS WITH 5-COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 5-COLOURED KANGHI & KIENLUNG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAID IN WOOD etc.,

also
A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered. Catalogues will be issued. On view from Tuesday, the 2nd June. Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received

instructions to sell by Public

Auction on

MONDAY,

the 8th June 1914 commencing

at 11 a.m. at his Sales Rooms

Duddell Street,

25 Cases JOHN BEGG'S

WHISKY

3 do SANDERSON'S WHI-

SKY

47 do SCOTCH WHISKY

(various)

25 do ELBSCHLOSS BEER

9 do GERMAN BEER

6 Cases SPANISH RED

WINE.

GEO. P. LAMMERT,

Auctioneer.

Consigner.

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"DEN OF OGI"

From GLASGOW, LIVERPOOL

and STRAITS.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of Holt's

Wharf at Kowloon, whence and/or

from the wharves delivery may

be obtained.

No claims will be admitted after

the Goods have left the Godowns

and all Goods remaining undeliv-

ered after the 5th prox., will be

subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 19th inst.

or they will not be recognized.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be ex-

amined on the 5th prox., at 11

a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & Co., Ltd.

Agents.

To Sail

HONGKONG NEW YORK.



AMERICAN ASIATIC S.S. Co.

For Boston & New York via

Ports & Suez Canal.

(with liberty to call at the

Malabar Coast)

s.s. "INDRANI."

on or about 5th June, 1914.

For freight or information,

apply to

SHEWAN TOMES & Co.

General Agents.

Hongkong 13th May, 1914. [569]

Don't forget after the Show

Supper, and Light Refreshments

ALEXANDRA CAFE.

Open Till Midnight.

Entertainments

LAST WEEK.

LAST WEEK.

HIPPODROME

CIRCUS AND MENAGERIE.

CAUSEWAY BAY.

To-Night!

To-Night!

AND EVERY EVENING AT 9.15

INCLUDING SUNDAYS.

Success at a Sound
MARVELLOUS MARLO—The HUMAN FROG.
LABELLE DE MARLO—The BONELESS WONDER.
Last Matinee Wednesday & Saturday at 4 p.m.
Booking at ROBINSON PIANO CO.

VICTORIA THEATRE.

To-night

9.15

To-night

PROGRAMME

CAUMONT GRAPHIC

MERRYNOB AS TENNIS PLAYER

TOO MANY CASES

CITY OF NEW YORK

FOOLSHED VICTIM OF HONESTY

NEW YORK COAST DEFENDERS

WOMAN IN WHITE IN 2 PARTS

THE NUMEROUS FAMILY

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday 3rd June.

The Magnificent film

"KING & QUEEN OF ENGLAND'S VISIT TO PARIS"

Also
"DYNAMITED LOVE"

"VICTIM OF FATE"

"IN A RUSSIAN ZOO"

"PATHE'S INTERNATIONAL & AMERICAN WEEKLY"

Will be screened on Saturday 6th June

The Powerful Star Drama.

"HIS WIFE'S SACRIFICE" Length 8,000 feet.

Consigner

NORDDEUTSCHER LLOYD,

BREITENBURG.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of

cargo are hereby informed that

their Goods, with the exception

of Opium, Treasure and Valu-

ables, are being landed and stored

at their risk into the hazardous

and/or extra hazardous Godowns

of the Hongkong and Kowloon

Wharf and Godown Company,

Limited, Kowloon, and West

Point Godowns, whence delivery

may be obtained.

Optional Cargo will be forward-

ed on unless intimation is received

from the Consignees before noon

to-day requesting it to be landed

here.

No claims will be admitted after

the Goods have left the Godowns

and all goods remaining undeliv-

ered after the 3rd of June,

will be subject to rent.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be ex-

amined on the 2nd of June,

at 9.30 a.m.

All claims must reach us before

the 10th of June, 1914, or they

will not be recognized.

No Fire Insurance will be

effected.

Bills of lading will be counter-

signed by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 27th May, 1914. [564]

Consignee

NORDDEUTSCHER LLOYD,

BREITENBURG.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ALTAR,"

having arrived, Consignees of

cargo are hereby informed that

their Goods, with the exception

of Opium, Treasure and Valu-

ables, are being landed and stored

at their risk into the hazardous

and/or extra hazardous Godowns

of the Hongkong and Kowloon

Wharf and Godown Company,

Limited, Kowloon, and West

Point Godowns, whence delivery

may be obtained.

Optional Cargo will be forward-

ed on unless intimation is received

from the Consignees before noon

to-day requesting it to be landed

here.

No claims will be admitted after

the Goods have left the Godowns

and all goods remaining undeliv-

ered after the 4th of June,

will be subject to rent.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be ex-

amined on the 2nd of June,

at 11 a.m.

All claims must reach us before

the 11th of June, 1914, or they

will not be recognized.

No Fire Insurance will be

effected.

Bills of Lading will be counter-

signed by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 27th May, 1914. [564]

Consigners

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO

and STRAITS.

THE Company's Steamship

"TOKUSHIMA MARU,"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf & Godown Com-

pany's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and deli-

very can be obtained as soon as

the Goods are landed.

Optional goods will be carried

on unless instructions are given

to the contrary before NOON,

TO-DAY.

Goods not cleared by the 9th

June, will be subject to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co.'s

representatives at an appointed

hour. All claims must be pre-

sented within ten days of the

steamer's arrival here, after

which date they cannot be re-

cognized. No claims will be

admitted after the goods have left

the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 2nd June, 1914. [567]

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG

AND SINGAPORE.

THE Steamship

"ARRATOON APOAR"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their goods

will be do landed from along-side.

Cargo impeding the discharge

will be landed at once, at

consignees' risk and expense.

Cargo remaining on board

after 1 p.m. of the 4th inst. will

be landed at consignees' risk and

expense.

Consignees of Cargo from

SINGAPORE are request-

ed to take IMMEDIATE deli-

very of their goods

from alongside, such cargo

impeding the discharge of the

Vessel will be landed and

stored at consignees' risk and

expense.

No Fire Insurance has been

effected.

Bills of Lading will be count-

ersigned by the undersigned,

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 2nd June, 1914. [568]

To Sail

"OLEN LINE"

(McGREGOR GOW & Co.) Ltd.

For London & Antwerp

"OLENROY"

Captain H. W. L. Holman will be

despatched for the above ports on

or about 12th June 1914.

Saloon passage, Hongkong/

London £40.

For Freight and passage, apply

to—

SHEWAN TOMES & Co.

A 111.

Notices

THE GREATEST BRITISH PIANO

THE

BRINSMEAD

MAY BE HAD ON THE HIRE PUR-

CHASE SYSTEM. JUST CONSIDER

---EVERY INSTALMENT PAID IS

MONEY INVESTED IN A PIANO OF

BRITISH MAKE WITH THE

REPUTATION OF A WORLD FAMOUS

FIRM BEHIND IT.

NEW MODELS JUST RECEIVED AT

THE SOLE AGENTS

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)

Telephone No. 696.

THE LIFE OF HENRY LABOU-

CHERE, by A. Far Labouche Thord \$13.50

THE ARGENTINE IN THE TWEN-

TIETH CENTURY, by Martinez & Lewandowski 7.50

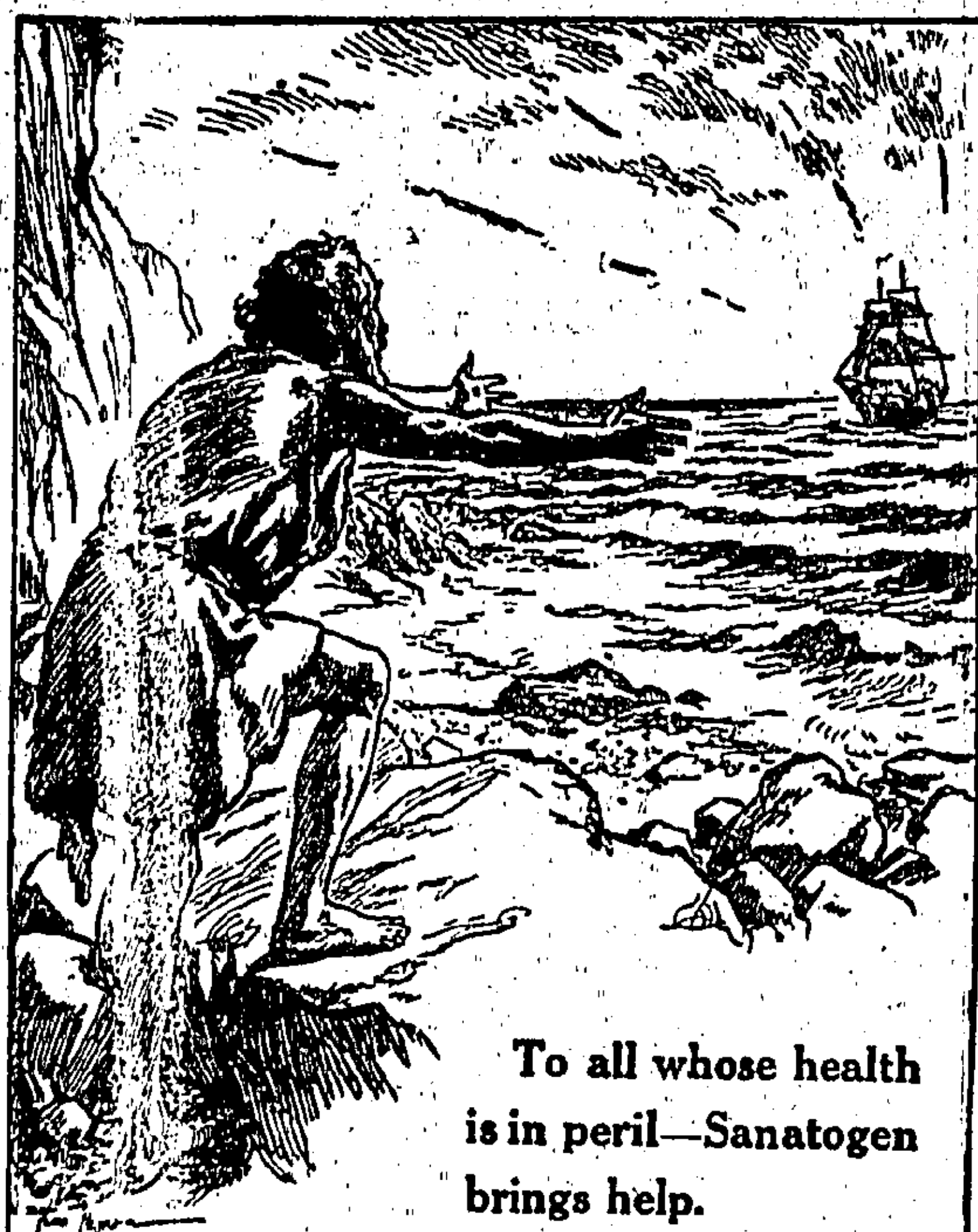
THE THREAT OF LIFE, The Book Forbidden by the

King of Spain, by E. R. H. The Infanta 7.50

MEXICO & HER PEOPLE OF TO-

DAY, by Nevill O. Winter 6.00

LATIN AMERICA: ITS RISE AND



To all whose health
is in peril—Sanatogen
brings help.

The Bishop of Southampton writes: "It gives me great pleasure to bear my testimony to the value of Sanatogen as an invigorating tonic and restorative. It is undoubtedly beneficial."

Sanatogen

The Hon. Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, writes: "My experience with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year, and found it a great strengthener."

Sanatogen

Sir H. Hesketh Bell, K.C.M.G., writes: "For a man doing hard mental work in an ever-changing climate, there is no better invigorator than Sanatogen."

Sanatogen

Mr. Eden Phillips, the well-known Novelist, writes: "Sanatogen is of real value to the brain worker, a tonic and food combined. I can give it high praise from personal experience."

Sanatogen

And it is real help that Sanatogen brings—help to your whole system, and especially to your nerves. Not a fleeting stimulus—such as alcohol or drugs give—but steady improvement, day by day, with never a set-back, until you are really well again and no longer need help. Because Sanatogen is a true cell food, with special invigorating properties, and without any injurious effects. Try it and you will see!

Sanatogen
THE FOOD-TONIC

Fortify your system by a short course of Sanatogen, and you may fearlessly laugh at the risk of getting run down during this "enervating" season, or suffering from diarrhoea, dysentery, and other complaints of the stomach and bowels. Moreover, your susceptibility to fevers, gout, sciatica, rheumatism, etc., will be greatly reduced, so potent is the action of Sanatogen in raising the disease-resisting forces of your blood.

Or, if you are suffering from nervous debility, Sanatogen will quickly renew your nerve cells and remove such symptoms as headache, loss of sleep, indigestion, and easily-induced fatigue.

Start using Sanatogen to-day. It is sold at all Chemists in bottles of two sizes. On receipt of a post-card, mentioning this paper, A. Wulff and Co., 6, King's Road, Shanghai, will send you an interesting Book which fully describes the nature and uses of Sanatogen.

Notices

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. The Swedish Trading Company in China (Limited), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May 1914.
A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
A. NILSSON,
Managing Director.

NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
(Incorporated in Sweden)
A. NILSSON,
Managing Director.
Hongkong, May 23rd, 1914.

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

OFFICE, No. 36, Des Vaux Road, W. Telephone No. 177 & K. 12.
We are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

THE LONDON DIRECTORY

(Published Annually)
Enables traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being of complete commercial guide to London & its suburbs, the directory contains list of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for \$1, or larger advertisements from \$2.

THE LONDON DIRECTORY CO., LTD.
25 Abchurch Lane, London E.C.

Dr. C. L. CHOW.

DENTAL SURGEON.
No. 80, Queen's Road Central, Hongkong.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL MERCHANTS

Hongkong, 3rd October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—40 Wall Street, New York.
London Office—25, Abchurch Lane, E.C.

BRANCHES—
Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Surplus \$100,000,000
Reserve Funds \$10,000,000

EVERY DESCRIPTION OF BANKING BUSINESS CURRENT ACCOUNTS opened on the terms of the Bank's Circular Letters of Credit.

DEPOSITS RECEIVED, and for one year at 4 per cent, or for shorter periods, at rates which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS issued on all the principal cities in the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are issued in all the principal cities of the World.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital 30,000,000
Reserve Fund 18,000,000

Head Office—YOKOHAMA

Branches—
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 6th April, 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.
Hongkong, 11th April, 1912.

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up, \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO. General Managers.
Hongkong, 19th March, 1908.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.
WEEK DAYS.
7:00 A.M. to 10:00 A.M. Every 15 Mins.
10:00 A.M. to 12:00 Noon Every 15 Mins.
12:00 Noon to 2:00 P.M. Every 15 Mins.
2:00 P.M. to 4:00 P.M. Every 15 Mins.
4:00 P.M. to 6:00 P.M. Every 15 Mins.
6:00 P.M. to 7:00 P.M. Every 15 Mins.

SUNDAYS.
7:00 A.M. to 10:00 A.M. Every 15 Mins.
10:00 A.M. to 12:00 Noon Every 15 Mins.
12:00 Noon to 2:00 P.M. Every 15 Mins.
2:00 P.M. to 4:00 P.M. Every 15 Mins.
4:00 P.M. to 6:00 P.M. Every 15 Mins.
6:00 P.M. to 7:00 P.M. Every 15 Mins.

NIGHT CARS.
8:00 P.M. and 9:00 P.M. to 11:00 P.M. every half hour.
11:00 P.M. to 12:00 A.M. every quarter of an hour.

SATURDAYS.
Extra Car at 11:00 P.M. to 12:00 A.M. every half hour.
By Arrangement at the Company's Office, "The Arcade," Building, Des Vaux Road.

SINCON & CO.

Established A.D. 1880.
IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37 Wing Lok Street, (2nd Street, West of Canton Market) Telephone No. 440.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Storling \$15,000,000
Silver \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale, Chairman.
W. I. Patterson, Esq.—Deputy Chairman.

S. H. Dodwell, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., C. Landgraf, Esq., F. Lieb, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim, H. A. Siebs, Esq., Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb.

ACTING MANAGER: Shanghai—J. D. Smart.

London—Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed: On Current Account at the rate of 2 per cent, per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2½ per cent, per annum.

For 6 months, 3½ per cent, per annum.

For 12 months, 4 per cent, per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent, per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent, per annum.

For the Hongkong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager.

DEUTSCHE ASIATISCHE BANK.

Capital Fully Paid-up \$h. Taels 7,500,000

Head Office—Shanghai.
Board of Directors—Berlin.

Branches: Berlin, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

MEASURES N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE, Manager.
Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital \$1,500,000
Subscribed \$1,250,000
Paid Up \$62,500
Reserve Fund \$45,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Exchange

Selling	Buying
T/T Demand 1/10 7/8	T/T Demand 1/10 7/8
30 d/s 1/10 15/16	30 d/s 1/10 15/16
60 d/s 1/11	60 d/s 1/11
4 m/s 1/11 1/16	4 m/s 1/11 1/16
T/T Shanghai 74 1/8	Private 30 d/s sight S'hai 75
T/T Singapore 81 7/8	T/T Japan 89 1/2
T/T India 143 1/2	T/T Bombay 143 1/2
T/T Calcutta 143 1/2	Demand Bombay 143 1/2
Demand Calcutta 143 1/2	Demand India 143 1/2
Demand Manila 83 1/2	T/T San F'co & New York 46 1/2
T/T San F'co & New York 46 1/2	Demand New York 115 1/2
T/T Java 115 1/2	

Subsidiary Coins:
Discount per \$100:
Chinese 20 cts. pieces \$11 7/16 %
Chinese 12
Hongkong 20 10 1/8
Hongkong 10 9 7/8

Opium Quotations:
M y 14
Malwa, New \$3200 per p.
Malwa, Old 3300
Patna, New 9325 per che
Patna, Old 9300
Benares, New 9050
Benares, Old 8925

TO-DAY'S SHARE REPORT.

STOCKS & PAID UP VALUE	CLOSING QUOTATION	LIVE DIVIDEND AND DATE
HONGKONG & SHANGHAI BANKING CORPORATION	\$810 and 1/2	£3 & 5/- b. at ex 1/11 3/16 equal to \$23.29 for 34 year ending 31/12/13
CANTONS	\$50	Final of \$3 a/o 1912; Interim of \$18 a/o 1913
NORTH CHINA	\$5	Final of 10 p. making 20 p. for 1912
UNIONS	\$100	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
YANGTZE	\$50	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
CHINA FIRES	\$20	\$10 for 1912
HONGKONG FIRES	\$50	\$27 for 1912
CHINA & MANILA SHIPING	\$25	\$1 for 1906
DOUGLAS STEAMSHIP	\$50	\$2.50 for year ending 30/6/13
STEAMBOATS	\$15	Final of \$1 for half year ending 31/12/13
INDO-CHINA (Preferred)	\$5	3% Interim a/o year 1913 on preferred shares
"Shell" Transports	\$1	Interim of 1/- making 2/- for 1913 Coupon No. 21.
"Star Ferry"	\$10	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
CHINA SUGARS	\$100	\$3 for 1912
LIXON SUGARS	\$100	\$3 for 1907
CHINESE ENGINEERING	\$1	Interim of 5% Coupon No. 3 account of year ending 10/6/14.
IRONWORKS	\$1	Int. of 1/8 mak. 6/8 a/o 19 1/2 for 1909
RAUBS	\$1	\$3.50 for year 1913
KOWLOON WHARF	\$50	\$3 for 1913
H.K. & W'POA DOCK	\$50	Tls. 3 for 1912
SHANGHAI DOCK	\$100	Interim of Tls. 3 for 1913
HONGKOW WHARF	\$100	Tls. 6 2/2 1/2
LANDS, HOTELS & BUILDINGS	\$100	\$7 on old shares, \$3.50 on new shares for year 31/12/13
ANGLO-FRENCH LANDS	\$100	\$3 1/4 for 14 year ending 31/12/13
HONGKONG HOTELS	\$50	Tls. 15 for year ending 31/10/13
HONGKONG LANDS	\$100	Tls. 10 for year ending 30/6/13
HUMPHREYS ESTATES	\$10	Tls. 1 1/2 for year ending 30/11/13
KOWLOON LANDS	\$30	59 cents 31/7/08
SHANGHAI LANDS	\$30	\$1.20 for 1913
WEST POINT	\$50	70 cents for 1913
MANILA M'POLE HOTEL	\$10	\$1.50 for year end'g 31/7/13
EWOS	\$50	40 cents for 1911
COTTON MILLS	\$50	\$1.80 per share for 1913
SHANGHAI COTTONS	\$50	\$7 final making \$9 for 1913
LAOU KUNG MOW	\$10	\$2 1/2 for 1913
KUNG YIK	\$10	Interim of Tls. 1 mak. Tls. 2 a/o 1913
HONGKONG COTTONS	\$10	60 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30/4/13
CHINA BORNEO	\$10	Interim of 1 1/4 per share for 1913
LIGHT AND POWERS	\$10	None
DO (Spec. Shares)	\$1	None
CHINA PROVIDENTS	\$10	None
DAIRY FARMS	\$10	None
GREEN ISLANDS	\$10	None
HONGKONG ELECTRICS	\$10	None
HONGKONG ICE	\$10	None
HONGKONG ROPES	\$10	None
LANGKATE	\$10	None
MORNING POST	\$25	None
PEAK TRAMWAY	\$10	None
DO (new)	\$1	None
HONGKONG ELECTRIC TRAM	\$10	None
PHILIPPINES	\$10	None
H. PRICE & CO., LD.	\$10	None
SOCIETE DES FORER	\$50	None
PAPIETERIES	\$50	None
DU TONKIN	\$50	None
SHANGHAI-SUMATRAS	\$20	None
STEAM LAUNDRY	\$5	None
UNITED ASBESTOS	\$10	None
ORIENTAL AGENCY, LD.	\$10	None
UNITED ASBESTOS	\$10	None
FOUNDERS SHARES	\$10	None
UNION WATERBOAT	\$10	None
WEISMAN, LTD.	\$10	None
WATSON	\$10	None
WILLIAM POWELL	\$10	None
WRIGHT AND HORNBY	\$10	None

OLD ST INSURANCE COMPANY.

Father, Bernard Vaughan addressing the debating circle of the Alcegon Club on the question, "Should Religion be advertised?" said that, personally, he belonged to the oldest advertising firm in England. On one occasion he was present at a banquet given by an insurance company in New York. He was the second of a long list of speakers, and he announced to the audience, "I presume to do so because I belong to the oldest insurance company in the world, that they thought I had a right to stand up at once. I am fully agent for that institution at present before you, and I am prepared to do business." (Laughter.)

Public Companies

THE HONGKONG ICE COMPANY LIMITED.

SHAREHOLDERS are reminded that an Extraordinary General Meeting of the Company will be held at the Office of Messrs. Jardine Matheson & Co. Limited, No. 16 Pedder Street, on Wednesday the 3rd day of June 1914 at noon, in accordance with the notice which has already been sent to shareholders, and they are further reminded that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such meeting to the same time and place on the following day when the business of the meeting will be proceeded with.

JARDINE, MATHESON & CO., LTD.
General Managers.

Public Companies

HONGKONG TRAMWAY CO., LTD.

NOTICE.

The Special Summer Services of through first class cars have now commenced. Fare 10 cents. Between Whitty Street and the new Happy Valley Terminus every 10 minutes.

First Car 4.0 p.m. Last Car 9.30 p.m.

Between Post Office and Quarry Point every 15 minutes. First car 4.0 p.m. Last car 10.30 p.m.

BATHING.

At North Point on and after Saturday June 6th, bathing tents will be provided by the Tramway Company and a refreshment booth by Weismann & Co.

BAND NIGHTS.

A military band will perform at North Point on Saturday June 6th, from 9.0 p.m. to 11 p.m. and a newly cleared space will be illuminated.

The dates of (subsequent)

BANKING REVOLUTION.

A Struggle between Giants.

The man who has revolutionised English banking is Sir Edward Hopkins Holden, of the London City and Midland Bank, writes Mr. Charles Duguid in the *Daily Mail*. There is not an atom of the dramatic in his nature, although he himself doubtless sees as clearly as anyone else the element of humour in the situation. He is in dead earnest. He has the grit and the stolidity of the north; he is of Manchester by birth and education. He plays golf, but his hobby is banking. He knows banking in its every detail and in its widest scope. He began life as an ordinary bank clerk, and he is now not only chairman and managing director of what at the moment is the biggest English bank—he evidently intends to keep it the biggest—he is also an economist. He revels in the theories of economics, and still more in their practical application.

Twice already this year has Sir Edward Holden startled the world of finance. Twice has he set it thinking and talking.

Never has banker shown so definitely that he has the courage of his opinions. It is not too much to say that bankers, who are a restrained, dignified, conservative class of men, have been scandalised. Sir Edward Holden has what some might call audacity. The first bombshell which he exploded, earlier in the year, was his outspoken challenge to his fellow-bankers on the subject of their gold reserves. A staid committee of bankers had been sitting on the question literally for years; the appointment of the committee was the outcome of cautious and polite discussion of the subject for years before that. It was evidently too much for the patience of Sir Edward Holden. Not only did he quietly build up a gold reserve in the vaults of his own bank, thus assisting the Bank of England, which is the recognised keeper of the gold reserve of the country, but, suddenly, at the last meeting of his bank, he pointed out how certain foreign countries had established war chests of gold, argued the necessity of this country doing the same, and declared that unless his fellow-bankers accomplished something meantime his bank would, in its balance-sheet at the end of this year, make public the amount of gold it holds—as an example, of course, or as a challenge, to the others.

But the latest move of Sir Edward Holden which has set the whole City talking is even more audacious and revolutionary regarded from the point of view of staid banking methods. For years Lloyd's Bank had built up and had sustained the character of being all-absorbing. Bank after bank, London and country, was absorbed into its great organisation; its tentacles with their far-reaching power were those of an insatiable octopus.

But even such enterprise as this seemed to increase rather than discourage the determination of Sir Edward Holden and his London City and Midland Bank. During the past twenty-five years it has absorbed twenty-four banks with deposits amounting to practically 50 millions sterling. The war of the banks in the field of absorption was quietly but grimly

DISAPPEARANCE OF MALARIA.

In an article in the *Medical Press*, Sir Ronald Ross gives three reasons for the disappearance of malaria from England. One is the diminution in the number of mosquitoes which was brought about by a general system of drainage. The second is the diminution in the number of parasites in human beings produced by the use of quinine. The third is the abolition of the window tax, which was a tax upon sunshine and fresh air. Sir Ronald compares the proboscis of the mosquito to a case of surgical instruments and says the beautifully delicate "stabber" can be plunged into the skin as easily as a fork into a pat of butter. The malarial parasites pass along grooves in the proboscis, and it is a wonderful problem, which is not to be explained on the evolution theory, how such parasites acquired the power of passing in this way through the insect.

waged, and in their last balance-sheets, while the deposits with Lloyd's were shown to amount to 92 millions sterling, those with the London City and Midland amounted to 94 millions sterling. The extent to which a bank holds the deposits of the people is, of course, a measure of its greatness, and in this respect Sir Edward Holden's bank was seen to have gained the premier position.

It is this state of affairs which has led up to the present acute struggle in which Sir Edward Holden's bold stroke has made him the talk of the town. This week Lloyd's Bank has announced a continuance of its policy in its proposal to take over the business of the famous Wills and Davies Bank, one of the most prosperous institutions in the country. But the point is that by so doing Lloyd's will add some 12 millions sterling to its deposits, thus gaining once more the premier position with a good lead.

The nature of Sir Edward Holden's reply is not only unconventional, it is unprecedented in banking business. He awaits no favourable opportunity for further expansion by hasty absorption. Almost simultaneously with the Lloyd's announcement came the reply direct from the London City and Midland Bank. It was that as banking facilities were being reduced by the Lloyd's amalgamation the London City and Midland had taken premises and made arrangements for opening branches in seventeen of the affected towns! Banking competition is known to be keen, but it is quiet; never before has one great bank openly thrown down the gauntlet to another in this fashion.

SILIMPOPO COAL BUNKERS

can be supplied at cheap Rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal, exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Notice.

Certain alterations are being made in the Boxholders' Hall on the North side of the General Post Office. While these alterations are in progress the door giving access to the Boxholders' Boxes will be closed every night at 8 p.m. and opened on the following morning at 7 a.m.

The Delta, with the English Mail left Singapore on Saturday, the 30th ult., at 11 a.m. and is due to arrive here tomorrow. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 29th ult., and for despatch overland on the 30th ult.

The Derwaha with the American Mail left Singapore on Saturday, the 30th ult., at 11 a.m. and is due to arrive here on Friday the 5th June.

MAILS DUE.

English, Delta, 4th inst.
American, Derwaha, 5th June.

MAILS VIA SIBERIA.

Left London May 15
Due Shanghai May 30.

MAILS CLOSE TO-MORROW.

Holbow and Halphong—Per BUNG-KIANG, 4th inst., 9 a.m.
Port Bayard, Halphong and Pakhoi—Per HUE, 4th inst., 11 a.m.
Formosa via Amoy—Per JERIMO M., 4th inst., 11 a.m.
Straits, India via Calcutta—Per FOOK-SANG, 4th inst., 11 a.m.
Shanghai & N. China—Per LUOCHOW, 4th inst., 3 p.m.
Shanghai & North China—Per CHOY-SANG, 4th inst., 5 p.m.

FRIDAY, 5th June.

Swatow, Wei-hai-wei, Chefoo & Tientsin—Per KUIKHOOW, 5th June, 9 a.m.
Shanghai & North China (Europe via Siberia)—Per Delta, 5th inst., 9 a.m.
To make connection with the Delta steamer leaving Shanghai on Monday the 8th June, at 10 a.m.
Swatow, Amoy and Fookchow—Per HAI-CHING, 5th June, 10 a.m.

SATURDAY, 6th June.

Formosa via Keelung, Shanghai & North China, Japan, via Nagasaki, Honolulu, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per MAJ-CHOW, 19th inst., 11 a.m.
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters)—11 a.m. to noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 5th June, 5 p.m.—Per DEVAHIA, 6th June, 11 a.m.
Per LOONGHANG, 6th June, 1 p.m.
Shanghai & North China (Europe via Siberia)—Per YINGCHOW, 6th June, 5 p.m.

To make connection with the Tientsin Train leaving Shanghai on Thursday the 11th June, at 8 a.m.

SUNDAY, 7th June.

Swatow—Per HAIMUN, 7th June, 9 a.m.

MONDAY, 8th June.

Sandakan—Per HINSANG, 8th June, 11 a.m.
Shanghai & North China—Per WOSANG, 8th June, 5 p.m.

TUESDAY, 9th June.

Swatow, Amoy and Fookchow—Per HAITAN, 9th June, 10 a.m.
Philippine Is.—Per TEAN, 9th June, 3 p.m.
Shanghai & North China—Per SHAO-HEING, 9th June, 5 p.m.
Wei Hai Wei & Tientsin—Per CHIP-SHING, 9th inst., 5 p.m.

WEDNESDAY, 10th June.

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per P. LUDWIG, 10th inst., 9 a.m.
Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via San Francisco (Europe via Siberia)—Per SHIP-POO, 10th inst., 11 a.m.
ASIA, 10th June, 1030 a.m.

THURSDAY, 11th June.

Philippine Islands—Per ZAFIRO, 11th June, 2 p.m.

FRIDAY, 12th June.

Jessellton, Kudat & Sandakan—Per BORNEO, 12th June, 8 a.m.
Swatow, Amoy and Fookchow—Per HAI-YANG, 12th June, 10 a.m.
Philippine Is., Amoy, Yap, Fried, Wilhelmshafen, Rabaul, Horikotahoe, Matupi, Samarai, Australia, Tasmania, New Zealand via Brisbane—Per COBLENZ, 12th June, 2 p.m.

TUESDAY, 16th June.

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Marseilles (Late Letters)—11 a.m. to noon. Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per POLYNESIAN, 16th June, 11 a.m.

FRIDAY, 19th June.

Philippine Is., Timor, Australia, Tasmania & New Zealand via Port Darwin—Per ST. ALPINE, 19th June, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Haitching, Br. ss. 1367, W. C. Passmore, 3rd inst.—Swatow, 2nd inst. Gen.—D. L. & Co.
Hanoh, Fr. ss. 630, Le Cheralu 2nd inst. Hsiphong, 30th ult. Gen.—A. R. Marty.

Hain Chang, Chinese, ss. 1258, D. W. Ross 2nd inst.—Tientsin, 37th ult. Gen.—O. M. S. N. Co.

Kitano Maru, Jap. ss. 8500, E. E. Cope, 3rd inst.—London, 24th April—Gen.—N. Y. K.

Kumano Maru, Jap. ss. 3244, Soyaka, 2nd inst.—Kobe, 23th ult. Gen.—N. Y. K.

Loongang, Br. ss. 1085, W. G. G. Leask, 2nd inst.—Manila, 30th ult. Gen.—J. M. & Co.

Yingchow, Br. ss. 1316, C. O. Williams, 3rd inst.—Shanghai, 31st ult. Gen.—B. & S.

DEPARTED.

June 3.

Selun for Bangkok
Tientsin for Shanghai and Tientsin
Ching Chow for Kwangyong
Furt Eulow for Hamburg
Machew for Bangkok via Holbow
Changsha for Melbourne via Manila
Taming for Hsiao via Manila
Hong Wan for Singapore via Amoy
Tango Maru for Yokohama
Rufor for Manila
Liangchow for Shanghai
Kiang Ping for Shanghai via Fookchow
Shanghai for Swatow
Shanghai for Saigon
Kaijo Maru for Fookchow
Samson for Singapore via Holbow
Kwangso for Hongay
Wingsang for Shanghai
O. Jensen for Bangkok via Swatow
Atsuta for London via Singapore

PASSENGERS ARRIVED.

Per ss. Yingchow from Shanghai—Messrs Ballard, Pettitt, Peras, Kitano Maru from London, etc.—Mrs E. A. Rym, Mr. & Mrs L. R. Yano, J. Sloman, Mr. & Mrs D. Mofjok, A. L. Abdon, A. R. Shammaden, H. Kinnaird, J. H. Doherty, Mrs. Dean Kin, Wang Ming Hain, Fong Lye Poh.

PASSENGERS DEPARTED.

Peras, Rabi for Manila, etc.—H. Deal-dass, J. Dermal, Master B. Campos, D. Matharam, I. Chatawal, L. Dhananual, L. Lalohand, K. Lalchand, J. Pribedat, L. Eliranand, G. Badhumal, O. Shewaram, B. Lalchand, C. Bayanmal, M. Nabbar, Mr. & Mrs. Bantika, L. Chai, Mr. E. R. Singh, A. Portin, Au Yee, E. Long, Yan Sang, G. Bolton, J. Christensen, G. Norling, B. Campos, Chin Chung, Dr. A. Krayendancer, Chan Sik, Chan Kai Jarm, Lol Wah.

SHIPS PASSED THE CANAL.

London, 19th May.

Arrivals from China—Ambrisa, Sach-sen, Scandia, Atlantique, Tubingen, W. Kama Maru.
The following vessels have passed the Canal—Austria, Benlawers, Dordinger, Silas, Ananm.

London, 22nd May.

Arrivals from China—Moravia, Koerber, Laomedon, Baron Ledeburg.
The following vessels have passed the Canal—Ochil, Hyson, Iyo Maru, Kaszuba, Kaszuba Maru, Peking.

London, 26th May.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 29th May.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 30th May.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 31st May.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 1st June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 2nd June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 3rd June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 4th June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 5th June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 6th June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

London, 7th June.

Arrivals from China—Austria, Kahlma Maru.
The following vessels have passed the Canal—Alex, Himalaya, Syria, Yeddo, Atreus, Paul Leont.

WEATHER REPORT.

On the 2nd at 1040—Pressure has decreased moderately along the south-east coast of China, and increased slightly over the Visayas.

No returns from Luzon.

At 6 a.m. this morning the typhoon was in about latitude 25° N. and longitude 124° E., moving northward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

Hongkong and Neighbour-hood. N. to W. winds, moderate; fine.

Formosa Channel. N.W. to S.W. gale.

South coast of China between H.K. and Lamook. The same as No. 1.

South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register, 2nd June, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Weather.

Wootock 7a 29.59 53 sw 1 0

Namagao 8a 29.57 53 sw 1 0

Hickokale 9a 29.56 53 sw 1 0

Tokio 10a 29.55 53 sw 1 0

Kochi 11a 29.54 53 sw 1 0

Nagasaki 12a 29.53 53 sw 1 0

Kyushu 1a 29.52 53 sw 1 0

Yokohama 2a 29.51 53 sw 1 0

Osaka 3a 29.50 53 sw 1 0

Kobe 4a 29.49 53 sw 1 0

Manila 5a 29.48 53 sw 1 0

Canton 6a 29.47 53 sw 1 0

Hankow 7a 29.46 53 sw 1 0

Shanghai 8a 29.45 53 sw 1 0

Tientsin 9a 29.44 53 sw 1 0

Peking 10a 29.43 53 sw 1 0

Harbin 11a 29.42 53 sw 1 0

Manchuria 12a 29.41 53 sw 1 0

Korea 1a 29.40 53 sw 1 0

China 2a 29.39 53 sw 1 0

Japan 3a 29.38 53 sw 1 0

Philippines 4a 29.37 53 sw 1 0

Formosa 5a 29.36 53 sw 1 0

South China 6a 29.35 53 sw 1 0

South China 7a 29.34 53 sw 1 0

South China 8a 29.33 53 sw 1 0

South China 9a 29.32 53 sw 1 0

South China 10a 29.31 53 sw 1 0

South China 11a 29.30 53 sw 1 0

South China 12a 29.29 53 sw 1 0

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To sail on	Remarks
LONDON, via Trin-ual Ports of Call	Devanha Capt. W. R. Hickey	noon 6th June.	Freight & Passage
LONDON & ANT-WERP via Singa-nore, Penang, (Trin-ual Ports of Call)	Novara Capt. H. R. Hetherington	about 10th June.	Freight & Passage
SHANGHAI	Delta Capt. W. R. Le Mare	10 a.m. 5th June.	Freight & Passage
SHANGHAI MOJI, KOBE AND YOKO	Nagoya Capt. W. H. Sweny	about 14th June.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage, apply to P. & O. S. N. Co.'s office.

Hongkong, 2nd June, 1914

NORDDEUTSCHER LLOYD.

For	Steamers	To sail on
NAPLES, GENOA, ALGER, LISBON, SOUTHAMPTON, ABERDEEN & BIRMINGHAM	Prinz Ludwig Capt. F. v. Binter	WEDNES. 10th June, 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Derfflinger Capt. F. Prosch	About THURS. 11th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblentz Capt. H. Schmitt	SATUR. 13th June, 1 p.m.
KOBE	Prinz Sigismund Capt. A. Hurlitz	About TUESDAY 23rd June.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler	FRIDAY, 12th June, 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG. OUTWARD.

Durendari About 8th June.

HOMEWARD.

For Havre, Emden and Bremen

Hamburg: For Havre, Emden and Hamburg

Borkum about End of June.

For Marseilles, Rotterdam and Bremen

Bremen/Hamburg: End of July

Altair Beginning of July.

For further Particulars, apply to NORDDEUTSCHER LLOYD

MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 29th May, 1914.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For SHANGHAI, KOBE AND YOKOHAMA

For Marseilles, Rotterdam and Bremen

For Havre, Emden and Hamburg

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